Development and
Planning Dept.
City of Halifax

Downtown Parking Study

June 1988

INFORMATION REPORT

TO: His Worship the Mayor
and Members of City Council

FROM: Paul Calda, P.Eng., City Manager

DATE: July 15, 1988

SUBJECT: Downtown Parking Study

During the fall of 1987, staff conducted a study of parking in the Halifax downtown area (i.e. the Central Business District with the Spring Garden Road and Gottingen Street areas). The study repeats Planning Department research done in 1982, and a Traffic Management Board study of 1976. The report, which is entitled Downtown Parking Study, summarizes the latest findings and compares them to the two previous investigations. A copy is attached.

The conclusion of the report is that parking supply is still adequate, although there are some areas of the downtown where it can be difficult to obtain a space during peak periods, such as Spring Garden Road and the central part of the waterfront between Duke and Sackville Streets. It is always possible, on the other hand, to find off-street parking in the Gottingen Street area, Scotia Square, and on the waterfront south of Sackville Street. With these diverse locations available, it is generally possible to park within a reasonable walking distance of any downtown site.

On-street parking, which is generally regulated by meters charging 50¢ an hour, is far less accessible. Occupancy is very high and there are indications of difficulties with enforcement. During the weekday periods that were surveyed (8:00 a.m. to 6:00 p.m.) drivers should consider themselves fortunate to find a metered space in the CBD or the Spring Garden Road area.

In response to this situation, the "Issues" section of the report (starting on p. 37) suggests more stringent enforcement and higher meter rates. Also considered is the implementation of meter charges on Saturdays and, perhaps, evenings, periods which were not covered by the recent survey but during which high degrees of use have been observed. Discounting for short-term parking by off-street lot operators is also urged.

On the whole, however, the study indicates that while parking problems do exist in some parts of the study area, those difficulties are not extreme.

Following from this study and as part of ongoing monitoring and review of parking, staff will be undertaking the following:

a) A survey of evening and Saturday parking to determine whether there is a need to institute on street meter rates for these periods;

b) A report on the advisability of increasing meter rates;

c) A report from the Police Department on the status of meter violation enforcement in the downtown area.

Paul Calda, P.Eng.
City Manager

/lh
Attachment

Prepared by: William B. Campbell, Senior Planner
John Heseltine, Planner II

Approved by: Richard J. Matthews, Director of Development and Planning

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SUMMARY

- The 1987 Parking Study consists of an inventory of existing parking spaces and a sample survey of their use.

- The inventory identifies all on-street and off-street parking in the downtown area, which includes the Central Business District (CBD), and the peripheral commercial areas of Gottingen Street and Spring Garden Road.

- The sample surveys provide information on accumulation, turnover rates, duration, and illegal use.

- Counts were conducted on weekdays between 8:00 a.m. and 6:00 p.m.

- The total number of parking spaces showed a 4.2 percent increase over 1982. Parking spaces have increased by 28.8 percent since the first parking study was conducted in 1976.

- Half of the parking spaces in the downtown are strictly for long-term parkers. Of the remaining spaces, only 8.4 percent are reserved for short-term use, although multi-purpose lots also provide some short-term parking.

- Off-street parking lots are primarily associated with office (37.2 percent) and general use (24.1 percent). Other associated uses include institutional, hotel, government, industrial, recreational, military, service, and retail.

- The majority of on-street parking is for short-term use (98 percent); however, there are some five hour meters located at the periphery of the downtown.

- Most long-term lots operate near capacity during the day, filling up between 8:00 and 9:00 a.m. and emptying out between 4:00 and 6:00 p.m.

- Many of the parking lots provide multi-purpose facilities for both long and short-term users. These lots tend to fill up between 9:00 and 11:00 a.m. and empty out between 2:00 and 4:00 p.m.

- The multi-purpose lots showed a high percentage of use by long-term parkers, as turnover rates tend to be low and many vehicles remain in excess of five hours.

- Of the short-term and multi-purpose lots, only the Spring Garden Road Shoppers lots reached full capacity. The Sheraton Hotel had the lowest utilization rate, reaching only 62 percent capacity at its peak period.

- Duration surveys for off-street parking showed that one to four cars occupied each parking space over a ten hour period. Forty-four percent of users parked for less than two hours, while 56 percent parked in excess of two hours.

- Surveys of on-street parking indicate high levels of use on most streets. Approximately one half of the cars parked in excess of one hour, while 14 percent parked longer than two hours.

- Hourly parking meter charges are significantly less than most parking lot rates. Also, single fines for meter violation are less than the average daily rate at off-street lots.

- Illegal use of on-street parking is quite prevalent. Twenty-six percent of cars surveyed parked in excess of the time allowed on the meter; however, few of these vehicles received tickets.

- Recent development proposals provide some indication of new parking areas that will become available in the next few years. The expected changes should not substantially alter the overall downtown parking situation.

- The study indicated that, while there are areas of the downtown where it is difficult to find a space on an average weekday and meter parking is always used nearly to capacity, there is no shortage of spaces. It is always possible to get an off-street space in areas of the downtown such as Gottingen Street, Scotia Square, and the waterfront.

- It is suggested that stepped up enforcement of meter violations is necessary to ensure adequate turnover of on-street spaces. In addition serious consideration should be given to charging for on-street parking on Saturday during daylight and possibly in the evenings. It appears that during these periods individuals working in the downtown are using spaces for long periods of time and therefore preventing their use by patrons. Also, based on the fact that the last parking meter rate increases were in 1982 a discussion is provided on the pros and cons of an increase.

- It is further suggested that lot operators adopt policies to favour short-term parkers. Policies and regulations to encourage construction of new spaces are not considered necessary at present, however, because the market appears to be inducing developers to include new spaces in their projects.

INTRODUCTION

The 1987 Parking Study examines parking in downtown Halifax, which includes the Central Business District (CBD) and the peripheral commercial areas of Gottingen Street and Spring Garden Road. The survey summarized in this report was conducted in the fall of 1987 and updates the findings of the "1982 Halifax Downtown Parking Study" done by the then Planning Department and the "Halifax Central Business District Parking Study" conducted by the Traffic Management Board in 1976.

The study was supervised by Simpson McLeod and John Heseltine of the Planning Division of the Development and Planning Department. The survey was organized and carried out by Susan Corser of the Planning Division of the Development and Planning Department, with assistance from Kathyrn Morse and Darlene Rhodenizer, also of the Planning Division. Ms. Corser compiled and analysed the data and assisted Mr. Heseltine in the preparation of the final report. The 1987 Parking Study will provide detailed information to City staff and City Council on the current parking situation.

BACKGROUND

In 1976, the Traffic Management Board surveyed and analysed the parking situation in downtown Halifax. The Board, comprised of senior members of City staff, presented the results in the "Halifax Central Business District Parking Study" (1977).

A second parking survey was carried out during the fall of 1982. The "Downtown Parking Study," conducted by the then Planning Department, involved an inventory of on-street and off-street parking spaces, and a sample survey of their utilization.

The "1987 Parking Study" is an update of the 1982 study. It was prepared by the Planning Division of the Development and Planning Department and presents new data for comparison with that of 1982, allowing a thorough examination of the parking situation in the Central Business District of downtown Halifax. Like the 1982 work, the 1987 parking study was carried out in two parts: an updated inventory of existing parking spaces and a sample survey of their use. The inventory involved identifying all on-street and off-street parking in the downtown area by superblocks (See Map 1). Sample surveys were then carried out to obtain information on the use of on-street and off-street spaces. The same street lengths and lots were surveyed in 1987 as in 1982 to establish trends in downtown parking since 1982.

The study area for the 1987 Parking Study (Map 1) and the methods of counting have not changed from 1982, except that residential parking spaces have been excluded. The methodology is explained in Appendix I--the Technical Appendix. To encourage comparison, data for 1987 are presented beside 1982 and 1976 figures in many of the tables accompanying the following text and where appropriate in the three statistical appendices. In addition, recent development proposals were examined to provide some indication of new parking areas that will become available in the next few years. A summary and suggestions to deal with current parking difficulties conclude the report.

Map 1

Downtown Parking Study

Study Area and Super Blocks

Study Area

A Super Blocks

Feet

0 200 400

PARKING INVENTORY

In 1976 and 1982, inventories were conducted to identify all parking spaces in metered locations, off-street lots, and enclosed parking garages. In 1987 a thorough update of the existing inventory was carried out to include all new parking areas as well as delete those areas that no longer provide parking spaces. Map 2 shows the location of all off-street parking lots, while on-street metered spaces are shown on Map 3.

The number of on-street metered and off-street spaces are shown by Superblock in Table 1. The 1987 figures are presented beside figures from 1982 and 1976 respectively. The major concentrations of parking are in the vicinity of Scotia Square, the waterfront, and Spring Garden Road. The waterfront spaces are primarily located in large lots that are awaiting development and much of the Spring Garden Road parking is on surface lots that have substantial development potential.

The total number of parking spaces has increased since 1982. In the past five years 142 spaces have been added to the inventory--an increase of 4.2 percent. The increase has been achieved by the addition of 35 metered spaces (a 4.2 percent increase) and 107 off-street spaces (a 1.3 percent increase), though there have been significant decreases in parking in some Superblocks. Since 1976, the total number of parking spaces has increased by 2,127 spaces or 28.8 percent.

The 58.1 percent decrease in spaces (73 spaces) in Superblock A can be attributed to the closure of the Halifax Herald parking garage. Parking in Superblock C3 has decreased by 75.3 percent (159 spaces) as a result of the redevelopment of property surrounding the Trade Mart; however, a new multi-level parking garage for 200 cars is very near completion on the site. In 1982 there were 283 spaces and when the new lot is opened there will be 270 for a decrease of 4.6 percent. Superblock E has increased by 83.8 percent or 516 spaces because of construction of Purdy's Wharf and the Sheraton Hotel. Superblock L has increased its capacity by 53.5 percent or 136 spaces owing to the construction of the Prince George Hotel. A decrease of 29.9 percent or 184 spaces in Superblock M can be attributed to the redevelopment of the Dominion Store parking lot. The new project on this site will provide 631 parking spaces, which will result in 1,061 spaces within a year. The decrease of 32.8 percent in Superblock N is the result of excluding residential parking in the Park Victoria Apartments from the 1987 inventory, and not any physical changes.

Map 2

Downtown Parking Study

Off-Street Lots

00 Lot Number

Feet
0 200 400

Downtown Parking Study

Map 3

On-Street Parking Spaces

— Location of meters

00 Number of spaces

Feet

0 200 400

TABLE 1: Parking Spaces by Superblock

Block	1976	1982	1987	% Change 1982	% Change 1987
On-Street Metered Spaces					
A	69	59	49	-14.5	-16.9
B	33	51	63	54.5	23.5
C	-	37	50	100.0	35.1
C1	-	25	36	-	44.0
C2	-	70	39	-	-44.3
C3	-	-	-	-	-
C4	-	-	5	-	100.0
D	18	-	-	-100.0	-
E	12	-	-	-100.0	-
F	-	-	-	-	-
G	47	32	28	-31.9	-12.5
H	-	-	12	-	100.0
I	2	2	8	-	300.0
J	18	19	26	5.5	36.8
K	78	83	93	6.4	12.0
L	38	57	59	50.0	3.5
M	111	126	110	13.5	-12.7
N	161	199	202	23.6	1.5
O	63	57	53	-9.5	-7.0
O1	-	8	27	-	237.5
TOTAL	650	825	860	26.9	4.2
Off-Street Spaces					
A	150	148	62	-1.3	-58.1
B	30	65	65	116.7	0.0
C	2000	2041	1680	2.1	-17.7
C1	-	255	262	-	3.0
C2	-	387	408	-	5.4
C3	-	283	70	-	-75.3
C4	-	178	186	-	4.5
D	40	53	40	32.5	-24.5
E	570	616	1132	8.1	83.8
F	610	274	275	-55.1	0.4
G	80	107	159	33.7	48.6
H	310	565	335	82.3	-40.7
I	210	229	229	9.1	0.0
J	320	366	342	14.4	-6.6
K	120	283	304	135.8	7.4
L	260	254	390	-2.3	53.5
M	540	614	430	13.7	-29.9
N	910	1328	893	45.9	-32.8
O	580	1098	1088	89.3	0.9
O1	-	303	297	-	-2.0
TOTAL	6730	9447	8647	40.4	-8.5
		(8540)		(26.9)	(1.3)

( )= 1982 totals excluding residential spaces

TABLE 2: Comparison of Off-Street spaces by type, 1982-1987

	1982			1987		
BLOCK	SHORT TERM	MULTI-PURPOSE	LONG TERM	SHORT TERM	MULTI-PURPOSE	LONG TERM
A	-	-	148	-	-	62
B	-	-	65	-	-	65
C	-	1596	445	-	1600	80
C1	-	130	125	-	130	132
C2	-	93	294	-	200	208
C3	44	-	239	-	-	70
C4	27	-	151	-	27	159
D	-	-	53	-	-	40
E	294	-	322	-	840	292
F	25	90	159	25	120	130
G	-	48	59	-	48	111
H	140	-	425	45	85	205
I	-	-	229	-	-	229
J	298	-	68	289	-	53
K	19	-	264	19	108	177
L	105	-	149	16	233	141
M	-	290	324	12	158	260
N	79	184	1065	274	-	619
O	25	134	939	45	50	993
O1	-	-	303	-	-	297
TOTAL	1056	2565	5826	725	3599	4323
% SHARE	11.2	27.1	61.7	8.4	41.6	50.0

TOTAL SPACES 1982: 9447 (8540)

TOTAL SPACES 1987: 8647

( )= Total non-residential parking spaces.

Table 2 shows exactly half of the off-street spaces in the downtown are strictly for long-term parkers. Of the remaining 50 percent, only 8.4 percent are reserved for short-term use, although multi-purpose lots also provide some short-term parking.

Generally, off-street parking lots are associated with offices (37.2 percent), for employee and client use. Parking spaces for general use (shopping, etc.) constitute 24.1 percent, while institutions (11.5 percent), hotels (11.4 percent), and government offices (7.7 percent) also comprise a fairly large percentage of the total spaces available. The remaining lots are associated with industrial, recreational, military, service and retail use (see Table 3).

On-street spaces, which are categorized in Table 4, help meet the requirement for short-term parking in the downtown. The majority of parking meters are designated for one hour use (63.1 percent). Of the remainder, 6.4 percent are 30 minute meters, 28.4 percent are two hour meters, while only 2.1 percent are for five hour use. In 1982, handicapped spaces were provided with five hour meters; however, parking for the handicapped is now free in designated spaces.

TABLE 3: Off-Street Spaces by Associated Use

BLOCK	GOVERNMENT	OFFICE	INDUSTRIAL	GENERAL	HOTEL/ RESTAURANT	SERVICE	INSTITUTIONAL	RECREATIONAL	RETAIL	MILITARY	TOTAL
A	14	40	8	-	-	-	-	-	-	-	62
B	39	26	-	-	-	-	-	-	-	-	65
C	-	980	-	700	-	-	-	-	-	-	1680
C1	-	70	-	-	130	-	62	-	-	-	262
C2	-	-	12	95	-	215	86	-	-	-	408
C3	-	20	-	-	-	23	27	-	-	-	70
C4	100	11	-	-	-	-	48	27	-	-	186
D	-	-	-	-	40	-		-	-	-	40
E	268	520	-	100	244	-	-	-	-	-	1132
F	61	51	-	-	-	-	138	-	25	-	275
G	-	159	-	-	-	-	-	-	-	-	159
H	-	85	-	250	-	-	-	-	-	-	335
I	112	117	-	-	-	-	-	-	-	-	229
J	-	47	-	283	-	-	-	-	12	-	342
K	-	71	-	-	127	-	106	-	-	-	304
L	-	75	40	-	249	-	26	-	-	-	390
M	-	153	-	-	186	16	-	23	12	40	430
N	-	98	-	261	5	20	481	-	28	-	893
O	41	557	40	385	-	-	20	-	45	-	1088
O1	30	132	135	-	-	0	-	-	-	-	297
TOTAL	665	3212	235	2074	981	274	994	50	122	40	8647
% SHARE	7.72	37.15	2.73	24.07	11.39	3.18	11.54	0.58	1.42	0.46	100.0

TABLE 4: On-Street Parking Meter Inventory by Type, 1987

BLOCK	30 MIN.	1 HOUR	2 HOUR	5 HOUR	TOTAL
A	5	44	-	-	49
B	13	50	-	-	63
C	-	33	17	-	50
C1	13	11	12	-	36
C2	3	30	6	-	39
C3	-	-	-	-	-
C4	-	5	-	-	5
D	-	-	-	-	-
E	-	-	-	-	-
F	-	-	-	-	-
G	7	21	-	-	28
H	-	-	12	-	12
I	-	8	-	-	8
J	-	26	-	-	26
K	-	50	43	-	93
L	-	40	19	-	59
M	2	71	37	-	110
N	12	88	85	17	202
O	-	39	14	-	53
O1	-	27	-	-	27
TOTAL	55	543	245	17	860
% SHARE	6.4	63.1	28.4	2.1	100.0

OFF-STREET PARKING

Many private long-term lots operate near capacity during the day. In some instances the number of parked cars exceeded the total capacity of the lot; for example, in private lots where employees arrive at work and leave to go home at the same time, cars are packed into the lot without regard for the marked spaces, which allows occupancy rates in excess of 100 percent shown on Table 5. Areas designated for long-term parking are generally privately owned and operated, and are primarily used by downtown employees who pay monthly rates. These lots tend to fill up in the early morning, and empty out in the early evening.

Many of the parking lots and garages provide multi-purpose parking facilities for both long and short-term users. These facilities generally charge both hourly and monthly rates, and operate near capacity from mid-morning to mid-afternoon. The multi-purpose lots surveyed in 1987 showed a high percentage of use by long-term parkers, as turnover rates tend to be low and many vehicles remain in excess of five hours.

As noted in 1982, the tendency remains for one or two larger commercial parking lots to dominate each superblock. In 1982 only three enclosed parking lots were surveyed: Scotia Square, Tex Park, and the Law Courts. At that time they had relatively low levels of use despite their excellent downtown locations. In 1987 three additional enclosed lots, built since 1982--Purdy's Wharf, the Sheraton Hotel, and the Prince George Hotel--were surveyed. These are all multi-purpose or short-term lots.

During peak periods, Purdy's Wharf (E2), the Sheraton (E3), and the Prince George (L1) were 20-30 percent below capacity. Scotia Square (C1) and Tex Park (J1) showed increased utilization rates over 1982, but did not reach full capacity in their peak periods. Occupancy at the Law Courts also increased and reached 99 percent of capacity during the late morning.

Duration surveys were carried out in ten of the larger short-term and multi-purpose lots to provide more detailed information on lot utilization (see Table 6). Seven of the ten lots were surveyed in 1982. The remaining three are the new lots constructed since 1982, however, the new structures were

TABLE 5: Average and Peak Utilization Rates from Accumulation Surveys, 1982-1987

		1982		1987	
LOT	TYPE	AVERAGE UTILIZATION	PEAK % UTILIZATION	AVERAGE % UTILIZATION	PEAK % UTILIZATION
C1	MP	53.0	62.6	61.7	82.9
C1.1	MP	82.2	103.8	73.4	90.0
C1.3	LT	68.0	90.0	27.0	50.0
C1.4	LT	48.7	66.7	51.3	73.0
C1.5	LT	72.1	100.0	99.7	137.1
C1.6	LT	43.4	64.5	60.5	67.7
C2.1	LT	45.0	70.0	170.0	220.0
C2.2	LT	49.2	75.0	70.0	91.7
C2.3	LT	50.5	66.7	91.7	111.0
C2.4	LT	67.5	100.0	37.5	62.5
C2.5	LT	56.0	80.0	74.0	100.0
C2.6	LT	61.9	79.0	82.3	104.0
C2.8	MP	40.4	49.5	77.4	90.5
C2.9	LT	47.1	64.3	54.5	71.1
C2.10	LT	85.7	100.0	49.7	65.0
C3.1	LT	73.7	84.6	57.5	85.0
C3.2	LT	76.3	100.0	27.3	37.0
C3.3	LT	59.3	80.0	68.8	116.0
C3.4	LT	75.7	100.0	68.4	100.0
C4.1	MP	90.4	118.5	64.4	96.3
C4.2	MP	68.5	87.5	65.2	81.3
C4.3	LT	64.7	84.0	73.0	88.0
C4.4	LT	35.4	54.5	70.0	109.1
E1	LT	59.2	71.4	60.9	75.4
E2	MP	84.7	98.9	65.6	76.2
E3	MP	56.7	88.1	45.9	61.2
E5	LT	77.5	100.5	57.0	70.0
F1	MP	43.3	62.2	74.7	99.0
F3	ST	70.4	96.0	66.0	96.0
F4	LT	54.1	65.3	59.7	82.0
F5	LT	62.5	75.0	87.1	98.0
G3	LT	63.9	83.3	16.0	35.0
H1	ST	24.4	41.4	84.9	113.3
H2	LT	65.9	80.3	92.0	136.1
H3	LT	56.1	71.8	71.6	87.1
I2	LT	77.4	97.3	71.1	81.1
I3	LT	64.0	82.4	67.1	75.7
J1	ST	63.9	84.6	74.7	91.5

* ST = SHORT TERM LT = LONG TERM MP = MULTI-PURPOSE

TABLE 5: Average and Peak Utilization Rates from Accumulation Surveys, 1982-1987 (continued)

		1982		1987	
LOT	TYPE	AVERAGE UTILIZATION	PEAK % UTILIZATION	AVERAGE % UTILIZATION	PEAK % UTILIZATION
K4	MP	57.0	111.6	91.4	109.3
K5	LT	39.1	57.1	44.3	62.9
K10	LT	86.0	100.0	104.4	150.0
K11	LT	59.5	77.3	94.5	113.6
L1	MP	81.7	100.0	66.1	83.3
L2	LT	62.9	94.1	82.4	148.0
L4	LT	60.0	73.3	158.7	200.0
L5	ST	76.9	106.2	95.6	125.0
L6	LT	80.3	103.3	87.7	113.3
L7	LT	63.1	107.7	57.7	77.0
L8	LT	50.8	76.9	55.4	100.0
L9	LT	65.0	85.0	92.8	112.0
L10	LT	68.6	85.7	55.7	71.4
M5	LT	74.0	80.0	83.0	140.0
M8	LT	67.5	83.3	76.7	100.0
M9	LT	93.3	105.1	84.4	102.6
M15	LT	83.3	101.6	81.6	101.8
M18	MP	79.2	100.0	85.7	108.7
M19	MP	59.9	72.6	110.2	120.7
N4	LT	72.6	88.0	82.0	107.0
N6	LT	66.7	83.3	69.3	86.6
N7	LT	56.0	70.0	57.0	75.0
N8	LT	47.5	62.5	68.8	87.5
N9	ST	72.9	98.7	88.3	99.0
N10/N13	ST	64.3	97.7	85.6	100.0
N11	LT	55.2	71.4	66.7	100.0
N14	LT	60.0	75.0	54.3	85.6
N15	LT	77.5	100.0	78.0	60.0
N16	LT	69.2	76.9	72.5	106.3
N17	LT	50.0	63.6	88.4	125.0
N18	LT	85.0	100.0	72.5	75.0
N19	MP	48.7	75.0	63.8	100.0
O1	LT	54.1	63.1	96.9	113.8
O2	LT	71.1	79.4	89.6	107.4
O3	LT	53.8	64.2	92.8	115.8
O6	LT	58.7	175.0	66.3	87.5
O7	LT	42.5	66.7	63.3	100.0
O8	LT	38.6	54.5	54.1	72.7
O9	LT	93.8	142.3	77.7	100.0
O10	LT	72.1	86.5	77.1	112.2

* ST = SHORT TERM LT = LONG TERM MP = MULTI-PURPOSE

TABLE 6: Surveyed Short-Term and Multi-Purpose Lots, 1987

LOT NAME	TOTAL CAPACITY	NO. CARS SURVEYED	TURNOVER RATE	AVERAGE DURATION	AVERAGE UTILIZATION	PEAK UTILIZATION	PEAK HOURS
Purdy's Wharf	600	744	1.24	5 HOURS 16 MINS	65.6	76.2	10-11AM 1-2PM
Prince George Hotel	233	363	1.56	4 HOURS 14 MINS	86.1	83.3	12-1PM
Gottingen St. Shoppers Lot	95	129	1.36	4 HOURS 25 MINS	77.4	90.5	10-11AM 1-2PM
Spring Garden Shoppers Lot #1	80	277	3.46	2 HOURS 33 MINS	88.3	99.0	10AM-12PM
Spring Garden Shoppers Lot #2	130	396	3.25	2 HOURS 32 MINS	77.1	100.0	11AM-1PM
Spring Garden Shoppers Lot #3	51	181	3.55	2 HOURS 54 MINS	94.1	100.0	10AM-1PM
Scotia Square	1600	2188	1.36	3 HOURS 12 MINS	61.7	82.9	10AM-12PM
Sheraton Hotel	214	270	1.26	3 HOURS 16 MINS	45.9	61.2	12-3PM
Court House Lower Level	69	176	2.55	2 HOURS 54 MINS	72.3	99.0	11AM-1PM
Tex Park	283	487	1.72	4 HOURS 23 MINS	74.7	91.5	10-11AM 2-3PM

placed on lots previously surveyed. The Downtown Shoppers Lot is now the Prince George Hotel. The Sheraton Hotel was built on the Historic Properties Customer Lot, and the Purdy's Wharf Parkade is located on the former Purdy Brothers Lot. Construction is currently underway on the Dominion Store and Trade Mart lots, which were surveyed in 1982.

Only the Spring Garden Shoppers Lots reached full capacity. Remaining lots averaged approximately 66 percent capacity, with most reaching greater than 85 percent capacity at their peak. Utilization rates have increased for all lots since 1982, with Tex Park and the Law Courts showing significant increases. The Sheraton Hotel had the lowest utilization rate, reaching only 62 percent capacity at its peak period.

Although the lots surveyed are considered short-term or multi-purpose, a number are predominantly used by long-term parkers. At Scotia Square 56 percent of parkers stayed in excess of two hours or were long-term parkers. At Purdy's Wharf 72 percent were long-term, while Gottingen Street had 83 percent long-term parkers, Tex Park had 63 percent, and the Prince George had 60 percent. The Gottingen Street lot had the highest percentage of long-term parkers, which can probably be attributed to the relatively low cost of a monthly permit. Other short-term and multi-purpose lots surveyed showed greater use by short-term parkers or users who stayed for less than two hours. At the Sheraton Hotel 52 percent of parkers were short-term, while the Law Courts had 56 percent, Spring Garden lot #1 had 68 percent, and Spring Garden lots #2 and #3 had 62 percent. The Spring Garden lots are designated for short-term use.

Average turnover, or the number of cars parked in each space during the survey day stayed consistent with 1982 figures with 1 to 4 cars occupying each parking space over a ten hour period. Length of stay for each vehicle, or average duration, increased over that of 1982. In 1987, 44 percent of users parked for less than two hours, while in 1982, 58 percent of parkers were considered short-term. Long-term parkers in 1982 made up 42 percent of parkers, while in 1987, this figure increased to 56 percent. Thirty-six percent of cars surveyed in 1987 were parked in excess of five hours, compared to only 20 percent of parkers who stayed in excess of five hours in 1982. This is mainly attributable to the large number of spaces leased on a monthly or annual basis.

Comparison of the duration profiles for 1982 and 1987 in Appendix II indicates that the problem of long-term parking in lots designated for short-term use that was identified in the "1982 Parking Study" is worsening. Short-term parking facilities, designated for downtown shoppers and those attending meetings and appointments, should demonstrate significant fluctuations in demand, with high turnover rates and low average durations; however, data collected indicate that turnover rates are generally declining and average durations are lengthening.

ON-STREET PARKING

The street lengths surveyed and the number of spaces in each are shown on Map 4. The streets surveyed in 1987 were also surveyed in 1982. Eight of these lots were originally surveyed in 1976. Duration surveys were undertaken for each street length to obtain accumulation and turnover rates, average vehicle duration, and the proportion of illegal use. Surveys were conducted between 8:00 a.m. and 6:00 p.m., with counts on the hour and half hour.

The data are summarized in Table 7 and detailed graphs and tables are provided in Appendix III. The data indicate high levels of use on most streets with use reaching capacity at peak times. Turnover rates were consistent with 1982 figures, but were generally high compared to off-street lots. All surveyed street lengths showed slightly longer average duration rates than 1982, which suggests increased use by long-term parkers. About half the cars surveyed parked in excess of one hour, while approximately 14 percent remained for over two hours.

Illegal use is quite prevalent. Twenty-six percent of cars surveyed were parked in violation of Bylaw 10A/10B, which regulates parking at City meters (See Appendix V). The bylaw prohibits the driver of any vehicle from leaving his or her vehicle standing in the same parking space in excess of the time allowed on the meter, regardless of the number of coins deposited. In several instances, particularly on Granville Street, Prince Street, and Bedford Row, the proportion of illegal parkers exceeded 30 percent; however, few of these vehicles received tickets. While conducting the 1987 survey, ticket "pyramiding" was observed on only a few occasions.

Parking meters provide convenient low-cost parking spaces throughout the downtown. On average, a parking meter costs significantly less per hour than most parking lots ($0.50 an hour versus $1.00 an hour for most lots). Also, fines for meter violation are less than the average daily rate at off-street lots. Because they are convenient and inexpensive, meters are the most desirable parking spaces for all parkers, and although intended for short-term use, they continue to be usurped by long-term parkers.

Map 4

Downtown Parking Study

1987 Surveyed On-Street Spaces

—— Location of spaces

00 Number of spaces

Feet

0 200 400

TABLE 7: Surveyed on-street metered parking by street length, 1987

STREET	CAPACITY	% ACCUMULATION AVERAGE	% ACCUMULATION PEAK	% ILLEGAL PARKERS	TURNOVER	AVERAGE DURATION
Market	45	58.4	99.0	7.0	5.0	70 MINS.
Blowers	8	75.0	100.0	23.0	8.0	50 MINS.
Argyle	43	82.1	100.0	18.0	8.5	55 MINS.
Grafton	56	79.6	98.2	12.0	6.7	51 MINS.
Hollis	19	87.6	100.0	26.0	9.1	55 MINS.
Granville	30*	93.7	100.0	30.0	7.7	70 MINS.
Bedford Row	14	88.2	100.0	34.0	8.7	62 MINS.
Prince	22	100.0	100.0	30.0	7.5	68 MINS.
Queen	60	88.6	100.0	18.0	7.6	65 MINS.
Morris	15	46.0	100.0	7.0	5.3	65 MINS.

* 18 meters removed for sidewalk reconstruction during the summer period.

SUMMARY OF FINDINGS

In this section the findings of the 1987 parking study are presented by individual Superblock (see Map 1) for detailed analysis. The total number of parking spaces is examined in relation to commercial space in order to determine the present ratio of parking per 1,000 square feet of floor space in commercial buildings with over 20,000 square feet of floor area. This summary also includes an appraisal of the present parking situation, gives a list of the major buildings and notable features of each Superblock, and examines changes in parking since the 1982 parking study. It concludes with a brief summary of new developments that are either underway or proposed.

SUPERBLOCK A:

Retail:	265,020 sq. ft.
Office:	317,680 sq. ft.
Total:	582,700 sq. ft.

Off-street spaces:	62
On-street spaces·	49
Total:	111

PRESENT SITUATION:

- In Superblock A there are 0.2 parking spaces per one thousand square feet of commercial space.
- Superblock A includes City Hall, St. Paul's, the Carleton Hotel, the Canada Trust Building, the Canada Permanent Building, and the Grand Parade.
- Off-street parking is associated with government, office, and industrial use.
- Off-street parking is for long-term use.
- Surveyed streets reached 98 - 100 percent capacity at peak periods, with the average user parking 51 - 55 munites.

CHANGES SINCE 1982:

- Total parking spaces decreased by 46 percent or 96 spaces.
- Off-street spaces decreased by 58 percent primarily because of the closure of 73 spaces in the Halifax Herald garage.
- Several private lots are presently vacant.
- Construction of the Canada Trust building added 40 enclosed spaces in 1987, which replaced an open 36 car lot surveyed in 1982.
- On-street spaces decreased by 17 percent owing to the removal of 10 parking meters on Argyle and George Streets.

CHANGES SINCE 1976:

- Total spaces decreased by 49 percent or 108 spaces.

SUPERBLOCK B:

Retail:	142,660	sq. ft.
Office:	1,015,460	sq. ft.
Total:	1,158,120	sq. ft.

Off-street spaces:	65
On-street spaces·	63
Total:	128

PRESENT SITUATION:

- In Superblock B there are 0.1 parking spaces per one thousand square feet of commercial space.
- Superblock B includes Province House, the Roy Building, the Johnston Building, One Government Place, the Toronto-Dominion Bank Building, the Bank of Commerce, the Royal Bank Building, and the Centennial Building.
- Off-street parking is for long-term use.
- Surveyed streets reached 100 percent capacity at peak periods, with the average user parking 55 - 70 minutes.

CHANGES SINCE 1982:

- Total parking spaces increased by 10 percent or 12 spaces.
- There were no changes in off-street parking.
- On-street spaces increased by 24 percent, as a result of installation of 12 parking meters on Granville Street.
- One Government Place built in 1985 provides no employee or visitor parking.

CHANGES SINCE 1976:

- Total spaces increased by 94 percent or 62 spaces.
- The Bank of Commerce built in 1977 provides only 4 employee spaces, while the Toronto-Dominion Bank also built in 1977 provides no employee or visitor parking.

SUPERBLOCK C:

Retail:	574,610 sq. ft.
Office:	612,520 sq. ft.
Total:	1,187,130 sq. ft.

Off-street spaces:	1680
On-street spaces:	50
Total:	1730

PRESENT SITUATION:

- In Superblock C there are 1.5 parking spaces per one thousand square feet of commercial space.
- Superblock C includes the Scotia Square complex including the three apartment towers on Brunswick Street.
- Off-street parking is associated with office and general use.
- Off-street parking is 5 percent long-term and 95 percent multi-purpose.
- Scotia Square reached 83 percent of capacity during peak periods (10 a.m. - 12 p.m. and 2 p.m. - 4 p.m.) with the average user parking for 3 hours and 12 minutes.

CHANGES SINCE 1982:

- Total parking spaces decreased by 17 percent or 348 spaces. According to a comparison of the 1982 and 1987 inventories, the decrease is a direct result of the exclusion of 365 residential spaces from the 1987 inventory. The number of non-residential spaces actually grew by 17 spaces between 1982 and 1987.
- Off-street parking decreased by 18 percent.
- Use of Scotia Square parkade has increased; however, it is still under-utilized.
- On street parking increased by 35 percent with the installation of 13 parking meters on Market Street.

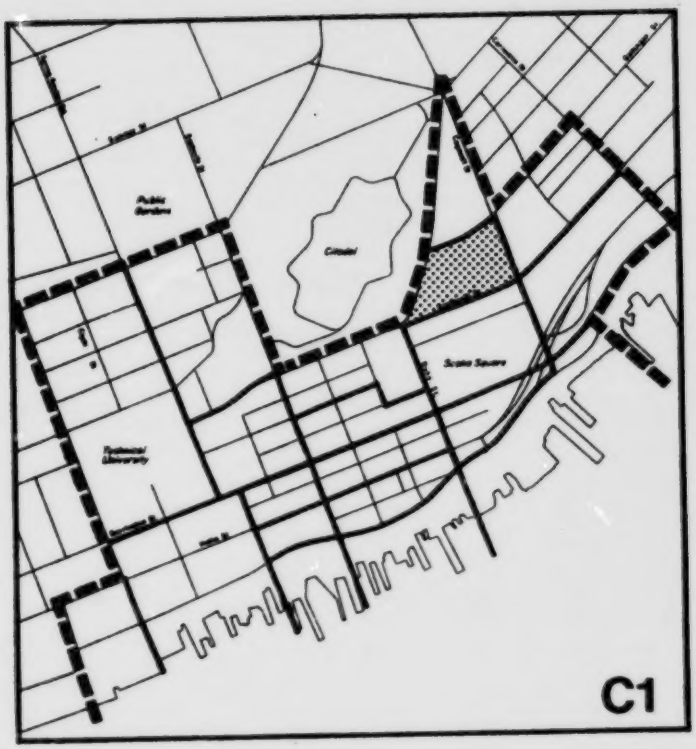
CHANGES SINCE 1976:

- Total parking decreased by 14 percent or 270 spaces.

SUPERBLOCK C1:

Office:	81,574 sq. ft.
Total:	81,574 sq. ft.

Off-street spaces:	262
On-street spaces:	36
Total:	298



PRESENT SITUATION:

- In Superblock C1 there are 3.6 parking spaces per one thousand square feet of commercial space, the highest ratio in the study area.
- Superblock C1 includes 1888 Brunswick Street, the Citadel Inn, and the Halifax Police Station.
- Off-street parking is associated with office, hotel/restaurant, and institutional use.
- Off-street parking is 50 percent long-term and 50 percent multi-purpose.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 84 percent of capacity.

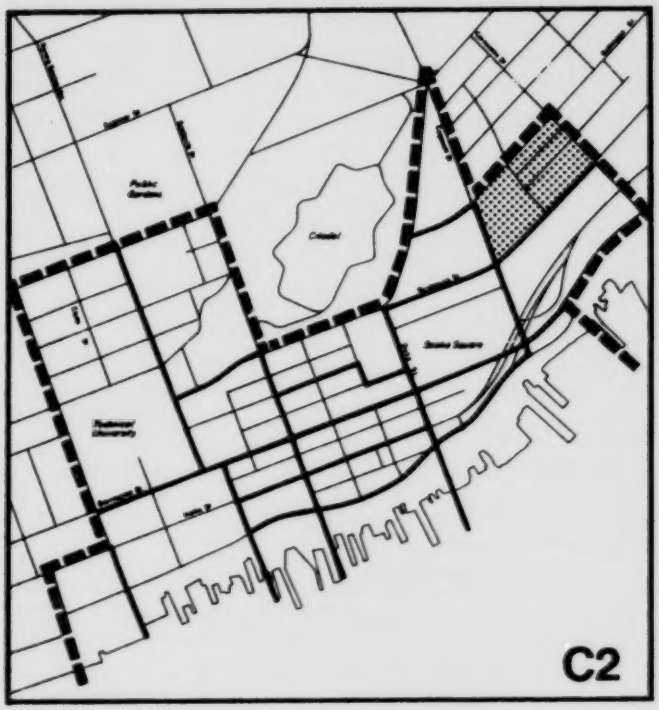
CHANGES SINCE 1982:

- Total parking spaces increased by 6 percent or 18 spaces.
- Off-street parking increased by 3 percent owing to the expansion of one private lot.
- On-street parking increased by 44 percent with the installation of 11 parking meters on Brunswick Street.

SUPERBLOCK C2:

No major commercial space.

Off-street spaces:	408
On-street spaces:	39
Total	447



PRESENT SITUATION:

- Off-street parking is associated with industrial, general, service, and institutional use.
- Superblock C2 includes a variety of small shops and businesses fronting primarily on Gottingen and Cornwallis Streets. The most notable buildings are the Construction Association building, Alexandra Centre, Portland Place, and Trinity Anglican Church.
- Off-street parking is 51 percent long-term and 49 percent multi-purpose.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 102 percent.
- Gottingen Street Shopper's lot reached 91 percent of capacity during peak periods (10 a.m. - 11 a.m. and 1 p.m. - 2 p.m.) with the average user parking for 4 hours and 25 minutes.

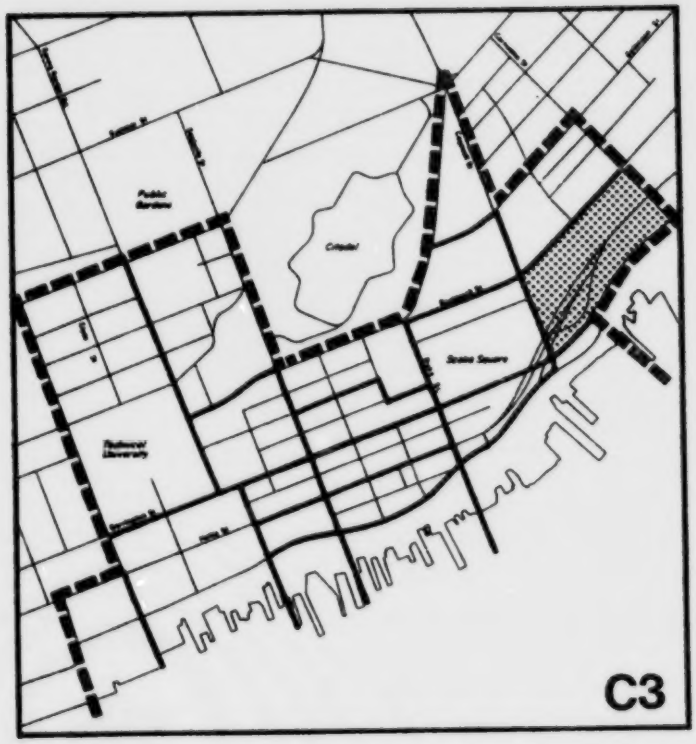
CHANGES SINCE 1982:

- Total parking spaces decreased by 2 percent or 10 spaces.
- Off-street parking increased by 5 percent due to the expansion of the Alexandra Community Center parking lot.
- On-street parking decreased by 44.3 percent owing to the removal of 31 parking meters on Portland and Brunswick Streets.

SUPERBLOCK C3:

Office:	60,638 sq. ft.
Total:	60,638 sq. ft.

Off-street spaces:	70
Total:	70



PRESENT SITUATION:

- In Superblock C3 there are 1.2 parking spaces per one thousand square feet of commercial space.
- Superblock C3 includes the Halifax Trade Mart and Brunswick Street United Church. Much of the remaining land is undeveloped or residential.
- Off-street parking is associated with office, service, and institutional use.
- Off-street parking is for long-term use.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 85 percent of capacity.
- There are no metered parking spaces.

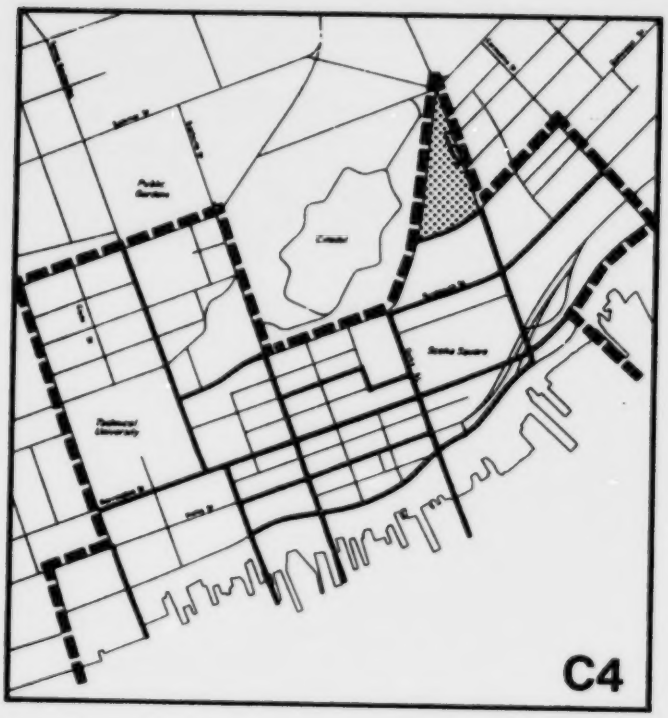
CHANGES SINCE 1982:

- Total parking spaces decreased by 75 percent or 213 spaces.
- This substantial decrease is attributable to the redevelopment of the Halifax Trade Mart lot and the discontinued use of City Parking Area W. The new project on the Trade Mart lot will provide a 200 car garage in 1988. With the completion of the new garage there will be 270 spaces in Superblock C3.

SUPERBLOCK C4:

No major commercial space.

Off-street spaces:	186
On-street spaces:	5
Total:	191



PRESENT SITUATION:

- Off-street parking is associated with government, office, institutional, and recreational use.
- Superblock C4 includes: Nova Scotia Command of the Royal Canadian Legion, Centennial Pool, and the Red Cross.
- Off-street parking is 85 percent long-term and 15 percent multi-purpose.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 94 percent capacity.

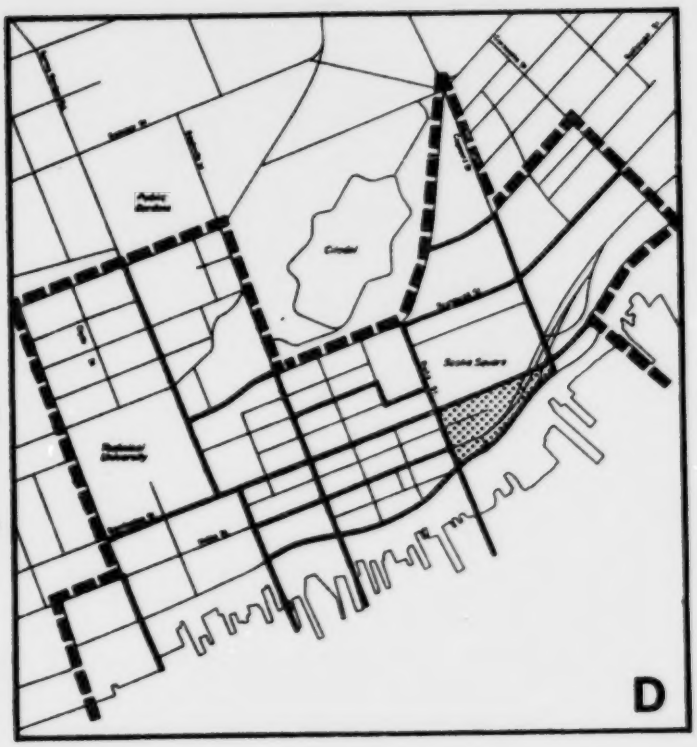
CHANGES SINCE 1982:

- Total parking spaces increased by 7 percent or 13 spaces.
- Off-street parking increased by 5 percent as a result of the expansion of the Red Cross parking area.
- Superblock C4 had no metered parking when previously surveyed. Five parking meters were added on Gottingen Street across from the Police Station.

SUPERBLOCK D:

Retail:	464,430	sq. ft.
Office:	312,330	sq. ft.
Total:	776,760	sq. ft.

Off-street spaces:	40
Total:	40



PRESENT SITUATION:

- In Superblock D there are 0.05 parking spaces per one thousand square feet of commercial space, the lowest ratio in the study area.
- Superblock D includes Barrington Place, the Delta Barrington, the Nova Scotia College of Art and Design, and the shops and offices of Historic Properties.
- Off-street parking is operated by Barrington Place and is for long-term use by hotel patrons.
- There are no metered parking spaces.

CHANGES SINCE 1982:

- Total parking spaces decreased by 25 percent or 13 spaces as a result of the reduction of the Barrington Inn parking area.

CHANGES SINCE 1976:

- Total parking spaces decreased by 31 percent or 18 spaces.

SUPERBLOCK E:

Retail:	724,700	sq. ft.
Office:	485,530	sq. ft.
Total:	1,210,230	sq. ft.

Off-street spaces:	1,132
Total:	1,132

PRESENT SITUATION:

- In Superblock E there are 0.9 parking spaces per one thousand square feet of commercial space.
- Superblock E includes Historic Properties, the Xerox Building, Purdy's Wharf, and the Halifax Sheraton Hotel.
- Off-street parking is associated with government, office, general, and hotel/ restaurant use.
- Off-street parking is 26 percent long-term and 74 percent multi-purpose.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 71 percent capacity.
- Purdy's Wharf reached 76 percent of capacity during peak periods (10 a.m. - 11 a.m. and 1 p.m. - 2 p.m.), with the average user parking for 5 hours and 16 minutes.
- The Sheraton Hotel reached 61 percent of capacity during peak periods (12 p.m. - 3 p.m.), with the average user parking for 3 hours and 16 minutes.
- There are no metered parking spaces.

CHANGES SINCE 1982:

- Total parking spaces increased by 84 percent or 516 spaces.
- This increase is due to the construction of the Halifax Sheraton Hotel and Purdy's Wharf, which both include large enclosed parking areas. These two lots were inventoried as open lots in 1982 with 386 parking spaces combined.

CHANGES SINCE 1976:

- Total parking spaces increased by 95 percent or 550 spaces.

SUPERBLOCK F:

Retail:	35,720	sq. ft.
Office:	383,420	sq. ft.
Total:	419,140	sq. ft.

Off-street spaces:	275
Total:	275

PRESENT SITUATION:

- In Superblock F there are 0.7 parking spaces per one thousand square feet of commercial space.
- Superblock F includes Cable Wharf, the Maritime Museum of the Atlantic, Halifax Law Courts, and the ferry terminal.
- Off-street parking is associated with government, office, institutional and retail use.
- Off-street parking is 47 percent long-term, 44 percent multi-purpose, and 9 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 94 percent capacity.
- The Law Courts reached 99 percent of capacity during peak periods (11 a.m. - 1 p.m.) with the average user parking for 2 hours and 54 minutes.
- There are no metered parking spaces.

CHANGES SINCE 1982:

- Total parking increased by 0.4 percent or 1 space.
- The Halifax Law Courts reduced their parking garage by 24 spaces.
- The Waterfront Development Corporation Limited office and Cable Wharf shops enlarged their lot by 39 spaces.

CHANGES SINCE 1976:

- Total parking spaces decreased by 55 percent or 335 spaces.

SUPERBLOCK G:

Retail:	141,510	sq. ft.
Office:	832,120	sq. ft.
Total:	973,630	sq. ft.

Off-street spaces:	159
On-street spaces:	28
Total:	187

PRESENT SITUATION:

- In Superblock G there are 0.2 parking spaces per one thousand square feet of commercial space.
- Superblock G includes the Central Trust Tower, the Bank of Montreal, the Bank of Nova Scotia, the Provincial Administration Building, the Hollis Building, Founder's Square, and the Nova Scotia Art Gallery.
- Off-street parking is associated with office use and is for long-term use.
- An accumulation survey was conducted for only one off-street lot, the Post Office building. The peak utilization rate obtained was 35 percent of capacity; however, it is almost certain that this was influenced by the postal strike on-going at the time of the survey.
- Surveyed streets reached 100 percent capacity at peak periods, with the average user parking for 55 - 68 minutes.

CHANGES SINCE 1982:

- Total parking spaces increased by 35 percent or 48 spaces.
- Off-street parking increased by 49 percent primarily as a result of the construction of the Central Trust Tower in 1986, which includes 55 enclosed parking spaces.
- On-street parking decreased by 13 percent owing to the removal of 4 parking meters on Bedford Row and Prince Street.

CHANGES SINCE 1976:

- Total parking spaces increased by 47 percent or 60 spaces.

SUPERBLOCK H:

Office:	125,725 sq. ft.
Total:	125,725 sq. ft.

Off-street spaces:	335
On-street spaces:	12
Total:	347

PRESENT SITUATION:

- In Superblock H there are 2.8 parking spaces per one thousand square feet of commercial space.
- The Edward Cornwallis Building, which is under construction, is the first major building to be constructed. Much of this Superblock remains undeveloped.
- Off-street parking is associated with office and general use.
- Off-street parking is 61 percent long-term, 25 percent multi-purpose, and 13 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 112 percent capacity.

CHANGES SINCE 1982:

- Total parking decreased by 39 percent or 218 spaces.
- Off-street parking decreased by 41 percent or 230 spaces because of development on the waterfront. The new Edward Cornwallis building will include 50 enclosed parking spaces when completed in 1988. Construction equipment has also taken up roughly 100 other spaces that should become available again when the building is finished.
- Twelve parking meters were installed at the foot of Salter Street where there were no parking meters when previously surveyed.

CHANGES SINCE 1976:

- Total parking spaces increased by 12 percent or 37 spaces.

SUPERBLOCK I:

Retail:	7,760 sq. ft.
Office:	191,510 sq. ft.
Total:	199,270 sq. ft.

Off-street spaces:	229
On-street spaces:	8
Total:	237

PRESENT SITUATION:

- In Superblock I there are 1.2 parking spaces per one thousand square feet of commercial space.
- Superblock I includes the Ralston Building and the Bank of Canada.
- Off-street parking is associated with government and office use and is for long-term use.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 74 percent capacity.

CHANGES SINCE 1982:

- Total parking spaces increased by 4 percent or 6 spaces.
- Off-street parking experienced no changes.
- On-street parking increased by 300 percent as a result of the installation of 6 parking meters on Salter Street.

CHANGES SINCE 1976:

- Total parking spaces increased by 12 percent or 25 spaces.

SUPERBLOCK J:

Retail:	82,400 sq. ft.
Office:	94,780 sq. ft.
Total:	177,180 sq. ft.

Off-street spaces:	342
On-street spaces:	26
Total:	368

PRESENT SITUATION:

- In Superblock J there are 2.1 parking spaces per one thousand square feet of commercial space.
- Superblock J includes the Pacific Building, 1568 Hollis Street, and a variety of small retail shops and boutiques.
- Off-street parking is associated with office, general, and retail use.
- Off-street parking is 15 percent long-term and 85 percent short-term.
- -Tex Park reached 92 percent of capacity during peak periods (10 a.m. - 11 a.m. and 2 p.m. - 3 p.m.), with the average user parking for 4 hours and 23 minutes. It was noted that cars were frequently parked inefficiently, taking up two spaces and thereby reducing the percent occupancy.
- Surveyed streets reached 100 percent capacity at peak periods, with the average user parking for 55 - 70 minutes.

CHANGES SINCE 1982:

- Total parking spaces decreased by 4 percent or 17 spaces.
- Off-street parking decreased by 7 percent as a private lot on Granville Street that was previously used for parking is now chained off in anticipation of development.
- On-street parking increased by 37 percent as 7 parking meters were installed on Sackville Street.

CHANGES SINCE 1976:

- Total parking spaces increased by 9 percent or 30 spaces.

SUPERBLOCK K:

Retail:	154,840 sq. ft.
Office:	232,150 sq. ft.
Off-street spaces:	304
On-street spaces:	93
Total:	397

PRESENT SITUATION:

- In Superblock K there is 1.0 parking space per one thousand square feet of commercial space.
- Superblock K includes Saint Mary's Basilica, Saint David's Pastoral Center, Cambridge Suites, the City Library, and a variety of shops and restaurants.
- Off-street parking is associated with office, hotel/restaurant, and institutional use.
- Off-street parking is 58 percent long-term, 36 percent multi-purpose, and 6 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 109 percent capacity.
- Surveyed streets reached 98 - 100 percent capacity during peak periods, with the average user parking for 51 - 70 minutes.

CHANGES SINCE 1982:

- Total parking spaces increased by 18 percent or 31 spaces.
- Off-street parking increased by 7 percent, primarily because of a net increase of 58 spaces resulting from the construction of Cambridge Suites in 1987.
- On-street parking increased by 12 percent with the installation of 10 parking meters on Brunswick, Argyle and Market Streets.

CHANGES SINCE 1976:

- Total parking spaces increased by 101 percent or 199 spaces.

SUPERBLOCK L:

Retail:	375,330 sq. ft.
Office:	232,150 sq. ft.
Total:	607,480 sq. ft.
Off-street spaces:	390
On-street spaces:	59
Total:	449

PRESENT SITUATION:

- In Superblock L there are 0.7 parking spaces per one thousand square feet of commercial space.
- Superblock L includes the North American Life Center, the Metro Center, the Prince George Hotel, the World Trade and Convention Center, and the City of Halifax School Board.
- Off-street parking is associated with office, industrial, hotel/ restaurant and institutional use.
- Off-street parking is 36 percent long-term, 60 percent mulit-purpose, and 4 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 114 percent capacity.
- The Prince George Hotel reached 83 percent of capacity during peak periods (12 p.m. - 1 p.m.), with the average user parking for 4 hours and 14 minutes.
- Surveyed streets reached 98 percent capacity during peak periods, with the average user parking for 51 - 70 minutes.

CHANGES SINCE 1982:

- Total parking spaces increased by 44 percent or 138 spaces.
- Off-street parking increased by 54 percent as a result of the construction of the Prince George Hotel, which includes 233 enclosed parking spaces.

- On-street parking increased by 4 percent due to the installation of 2 parking meters.
- The World Trade and Convention Centre built in 1984 and the North American Life Centre built in 1982 provided no parking for employees or visitors.

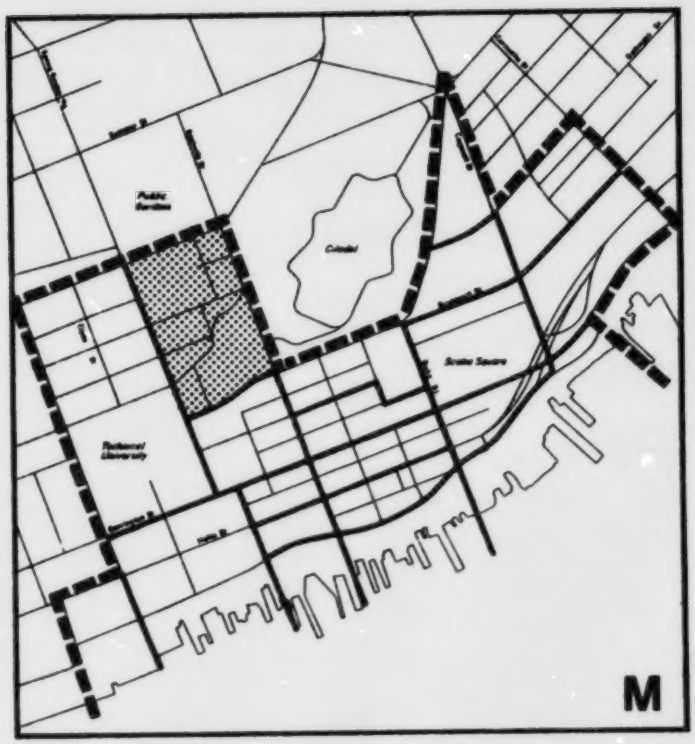
CHANGES SINCE 1976:

- Total parking spaces increased by 51 percent or 151 spaces.

SUPERBLOCK M:

Retail:	146,190	sq. ft.
Office:	158,300	sq. ft.
Total:	304,490	sq. ft.

Off-street spaces:	430
On-street spaces:	110
Total:	440



PRESENT SITUATION:

- In Superblock M there are 1.4 parking spaces per one thousand square feet of commercial space.
- Superblock M includes the Lord Nelson Hotel, Royal Artillery Park, Garrison Place, the YMCA, CBC, the Dresden Arms Hotel, and a variety of shops and restaurants.
- Off-street parking is associated with office, hotel/restaurant, service, recreational, retail and military use.
- Off-street parking is 60 percent long-term, 37 percent multi-purpose, and 3 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 112 percent capacity.
- Surveyed streets reached 100 percent capacity during peak periods, with the average user parking for 65 minutes.

CHANGES SINCE 1982:

- Total parking spaces decreased by 41 percent or 300 spaces.
- Off-street parking decreased primarily due to the redevelopment of the Dominion Store lot. The new project will include 631 enclosed spaces by 1989. A small part of the overall decrease is attributable to the subtraction of 28 residential spaces counted in 1982.
- On-street parking decreased by 13 percent due to removal of 16 parking meters surrounding the Dominion Store construction site. These meters will probably be reinstated when the project is complete.

CHANGES SINCE 1976:

- Total parking spaces decreased by 32 percent or 211 spaces.

SUPERBLOCK N:

Retail:	140,690 sq. ft.
Office:	183,830 sq. ft.
Total:	324,520 sq. ft.
Off-street spaces:	893
On-street spaces:	202
Total:	1095

PRESENT SITUATION:

- In Superblock N there are 3.5 parking spaces per one thousand square feet of commercial space.
- Superblock N includes Spring Garden Place, the Halifax Infirmary, the Technical University of Nova Scotia, the Halifax Insurance Building, and a variety of specialty shops, boutiques, restaurants and bars. A large portion of this Superblock is residential.
- Off-street parking is associated with office, general, hotel/ restaurant, service, institutional, and retail use.
- Off-street parking is 69 percent long-term and 31 percent short-term.
- Accumulation surveys indicated that off-street lots reached an average peak utilization rate of 75 percent capacity.
- The Spring Garden Shopper's lots reached 100 percent of capacity during peak periods (10 a.m. - 1 p.m.), with the average user parking for 2 hours and 40 minutes.
- Surveyed streets reached 100 percent capacity at peak periods, with the average user parking for 65 minutes.

CHANGES SINCE 1982:

- Based on direct comparison to the 1982 inventory, the total number of parking spaces has decreased by 28 percent; however, the decrease is entirely attributable to the exclusion of 413 residential spaces from the 1987 inventory. The number of non-residential spaces actually increased by 183 spaces or 20 percent.
- On-street parking decreased only by 2 percent.

CHANGES SINCE 1976:

- Total parking spaces increased by 2 percent or 24 spaces.

SUPERBLOCK O:

Retail:	137,730	sq. ft.
Office:	1,111,800	sq. ft.
Total:	1,249,530	sq. ft.

Off-street spaces:	1088
On-street spaces:	53
Total:	1141

PRESENT SITUATION:

- In Superblock O there are 0.9 parking spaces per one thousand square feet of commercial space.
- Superblock O includes Government House, St. Matthews Church, Maritime Center, and the Brewery. A large portion of this Superblock is residential, including Renaissance South and Waterfront Place.
- Off-street parking is associated with government, office, industrial, general, institutional and retail use.
- Off-street parking is 91 percent long-term, 5 percent multi-purpose, and 4 percent short-term.
- Accumulation surveys indicate that off-street lots reach an average peak utilization rate of 101 percent capacity.

CHANGES SINCE 1982:

- Total parking spaces have decreased by 1 percent or 14 spaces.
- Off-street parking decreased by 0.9 percent.
- On-street parking decreased by 7 percent as a result of the removal of 4 parking meters on Bishop Street.

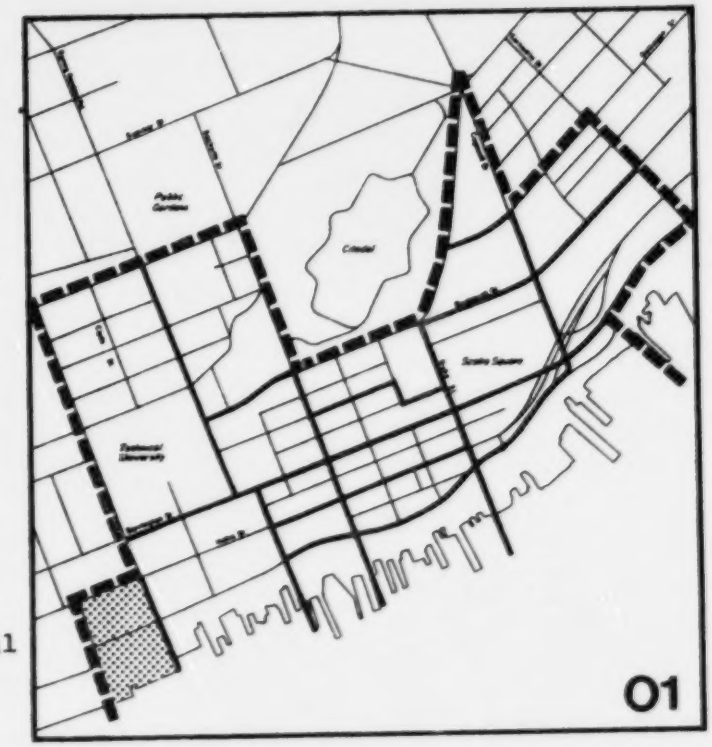
CHANGES SINCE 1976:

- Total parking spaces increased by 77 percent or 498 spaces.
- The Maritime Centre built in 1977 provided 210 spaces.

SUPERBLOCK 01:

Retail:	80,728	sq. ft.
Office:	156,155	sq. ft.
Total:	236,883	sq. ft.

Off-street spaces:	297
On-street spaces:	27
Total:	324



PRESENT SITUATION:

- In Superblock 01 there are 1.4 parking spaces per one thousand square feet of commercial space.
- Superblock 01 includes the Nova Scotia Power Corporation, the National Harbours Board, and the Terminal Building.
- Off-street parking is associated with government, office, and industrial use.
- Off-street parking is long-term.

CHANGES SINCE 1982:

- Total parking spaces increased by 4 percent or 13 spaces.
- Off-street parking decreased by 2 percent as result of the exclusion of residential parking spaces from the 1987 inventory.
- The installation of 19 parking meters on Hollis Street increased on-street parking by 238 percent.

NEW DEVELOPMENT

Important changes can be expected in individual superblocks in which large buildings are under construction or are proposed. Major proposals in the downtown now invariably include provision for some parking, usually enclosed in the structure. There are three proposals for the southern part of the waterfront in Superblock O that will cover existing parking lots but will contribute 660 spaces in their place. The Park Lane complex, which is underway on the former Dominion Store Lot, will replace 155 spaces that were there in 1982 with 631 spaces to serve the Spring Garden Road area and users of the new building. Phases II and III of the Purdy's Wharf complex, on the other hand, will add 600 spaces on land that does not provide any parking spaces at present. The only structure entirely dedicated to parking is the Brunswick Street Parking Garage that has recently been completed by Halifax Developments Limited next to the Trade Mart in Superblock C3. It will increase the number of spaces on that site, which was formerly a surface lot for long-term parkers from 45 to 200. The new parking structure is to be rented only for monthly parking.

The expected changes, which are summarized on Table 8, should not alter the overall downtown parking picture. The construction of the Park Lane complex along with the expansion of Spring Garden Place will reinforce the position of Spring Garden Road as a net provider of parking for the downtown, especially since the Spring Garden Place addition will add parking at a rate of 5.3 spaces per 1,000 square feet. Similarly the waterfront, which has already undergone a substantial transformation from an area of open surface lots to a built-up district of hotel, office, and retail uses, will continue in that direction with five new buildings that all provide internal parking (Purdy's Wharf in Superblock E and the Edward Cornwallis Building in Superblock H, as well as the three previously mentioned developments in Superblock O). Although the appearance of the waterfront will undergo substantial change, its role as a parking area will continue.

TABLE 8: Developments under construction or proposed in parking study area, 1987

PROJECT NAME	SUPERBLOCK	FLOOR SPACE IN SQ. FT. (LAND USES	NUMBER OF PARKING SPACES
Brunswick Street Parking Garage*	N	0 (PARKING ONLY)	200
Edward Cornwallis Building (Lower Water Street)*	H	138,000 (OFFICE/RETAIL)	50
Keith's Brewery Phase II	O	119,400 (OFFICE/RETAIL)	110
Manufacturer's Life (Lower Water Street)	O	339,500 (OFFICE/RETAIL)	460
Marine Tower (Lower Water Street)	O	259,000 (OFFICE/RETAIL)	90
Park Lane Developments*	M	392,410 (OFFICE/RETAIL)	631
Purdy's Wharf Phases II and III*	E	342,000 (OFFICE)	600
Spring Garden Place Phase II	N	59,600 (OFFICE/RETAIL)	316
TOTAL		1,649,910	2,546

* Under construction, 1987.

CONCLUSIONS

The daily pattern of parking is heavily influenced by workers commuting to and from work. Most long-term lots start filling up between 8:00 a.m. and 9:00 a.m. as the morning rush (7:00 to 9:00 a.m.) to downtown comes to an end. Short-term and multi-purpose lots reach their peaks later in the morning as many are located near shopping areas and their use tends to reflect store hours. While the demand for employee parking is greatest in the morning, the demand for customer parking occurs throughout the day and evening.

Since the 1982 parking study, development in downtown Halifax, has been substantial. The relatively modest increase of 142 parking spaces during the same period has resulted in increased pressures on existing parking spaces in several areas of the downtown, although the 1987 survey indicates that not all parking areas are fully utilized. The chances of finding available off-street parking are good in Scotia Square, the Gottingen Street area, and on the waterfront south of Sackville Street. Data indicate that these areas are not fully utilized during an average weekday. There are other areas, however, where an off-street parking space is virtually impossible to obtain throughout the weekdays. Those areas include lots in the vicinity of Spring Garden Road, the downtown core, and the central waterfront between Duke and Sackville Streets. Only Gottingen Street has easily accessible on-street parking during the average weekday.

While developers are not generally required to provide parking in new commercial structures, recent large-scale construction has included substantial parking on a voluntary basis. Much of the downtown building since 1982 has been on sites that were previously open parking lots; however, most of the new development has included parking facilities. The Sheraton Hotel, Purdy's Wharf, and the Prince George Hotel have provided more parking within their structures than existed when the lots were previously surveyed as open parking areas. Other major buildings in the downtown have incorporated some parking. In some areas the City has imposed a commercial parking standard. The Spring Garden Road Commercial Area Plan requires 1 space per 1,000 square feet for developments on lots in excess of 25,000 square feet. Market pressures may however exceed that requirement. The new projects previously listed in Table 8 that are either presently under construction or before Council propose 2,456 parking spaces for 1,649,910 square feet of office and retail space, an average of 1.5 parking spaces per 1,000 square feet.

There continues to be a problem in relation to short-term spaces, which are too frequently appropriated by long-term parkers. The surveys of on-street metered parking found that 26 percent of users were parked illegally (i.e., meter indicating violation or survey found they had been parked for a period in excess of that permitted for parking). Duration surveys of off-street lots similarly found 57 percent of parkers were long-term (parked in excess of two hours). Both these figures show a significant increase over 1982. In 1982, 21 percent of on-street users were parked illegally and 41 percent of off-street users were parked in excess of two hours. Although long-term parking in downtown lots is not illegal, it is contrary to City policy, which states that these spaces should be used for short-term parkers.

In the case of on-street parking, many users still find "meter feeding" more convenient and less expensive than parking in an off-street lot or parking garage. Although ticket "pyramiding," or the issuance of more than one ticket to violators has been instituted since the 1982 Parking Study, less than a dozen cars were observed with more than one ticket during surveying. It was hoped when the previous report was done that pyramiding would discourage long-term parking in on-street spaces; however, it is evident that stricter application of this regulation is needed to discourage "meter feeding" and long-term parking at meters.

Although parking remains an issue in downtown Halifax and will probably continue to be the subject of debate, we cannot conclude from the current evidence that there is a 'parking crisis' or even a shortage. Parking is still available on normal working days in locations sufficiently spread across the downtown that the walking distance to destinations will rarely be excessive. Rates are still low relative to other Canadian cities. In Toronto, for example, parkers on downtown surface lots can expect to pay $2.50 an hour, while parkers at enclosed garages in downtown Toronto pay about $1.50 an hour, compared to our average of about $1.00 for both types of parking. The availability of short-term parking continues to be a problem as it was when the 1976 and 1982 studies were done; however, methods of dealing with these problems, discussed in the following section, are available to the City and can be implemented if and when they are considered desirable.

ISSUES

The study indicates that while there is generally adequate parking in downtown Halifax, there continues to be a shortage of appropriately located short-term spaces. In particular, meters are not used for their intended purpose. As well, some lots both privately owned and operated on City-owned land that were previously for short-term parking have increased their proportion of long-term parking.

A first step toward resolving the meter problem would be stricter enforcement of regulations. Increased ticketing of "meter feeders" and greater use of ticket pyramiding for parkers who violate the meter limit for several hours would discourage long-term parkers who currently take up metered spaces.

Although stricter enforcement is the key to ensuring an adequate turnover of on-street spaces, consideration could also be given to higher meter rates. At present the average hourly rate in off-street lots is $1.00 an hour yet on-street meters, which are nearly always more conveniently located, charge only $0.50 an hour. There seems little doubt that if most drivers are willing to pay $1.00 an hour to park in a lot, they will be equally or more willing to pay the same amount at a meter. It is not at all surprising under the circumstances, particularly with modest fines for violation, that there is excessive demand for those spaces. Clearly, the City is subsidising parkers at meters, since we are accepting a price less than half of market value.

Several arguments might be offered against a rate increase:

First, it could be contended that low on-street meter rates support business. Our survey, however, found that the current situation is encouraging excessive long-term parking at meters, which is detrimental to the business community because short-term spaces are rarely available for their customers or for employees engaged in short-term activities that require proximity to their building such as loading or unloading equipment.

Second, it might be felt that higher rates are a hardship for citizens. A high proportion of downtown parkers are however from outside of Halifax and citizens of the city are subsidizing these individuals just as citizens of Halifax who do not drive cars to the downtown are subsidizing those who do.

Third, it will be expensive to reset meters. The last meter adjustment in 1982, which raised rates from $0.25 to $0.50, cost about $90,000 and a similar adjustment at this time would definitely cost more. A change may however be timely, as the current mechanical meters are mostly nearing 15 years of age and the end of their useful lives. It may be appropriate now to

consider replacement of these devices with new electronic meters that can be adjusted on the street (mechanical meters must be sent out of the city to be reset). New meters would also accept the new one dollar coins.

The Traffic Services Division of Engineering and Works has begun investigation of such meters and their installation combined with a rate change could be feasible in about a year. As meters generated nearly $1,000,000 in revenue to the City last year (from other commercial areas as well as the downtown), a doubled rate would easily cover the expenditure necessary to raise rates within the first year.

Increasing meter parking rates would not only increase revenue to the City, it might well induce some operators of off-street lots to decrease the number of spaces allocated to long-term parkers. As the sum of hourly rates is always greater than the daily rate or monthly rate, it is advantageous to operators to rent by the hour, if they are assured that the space will be occupied. Many operators to whom we talked who had recently shifted to a higher proportion of long-term parkers indicated that they did so because they could not rely on short-term parkers to fill their lots and, therefore, preferred the security of monthly parkers, who provide guaranteed income. Higher meter rates will definitely deflect some on-street parkers to lots in consideration of advantages of lots such as freedom from concern about fines. Although we cannot estimate the number of parkers who will be so diverted, we would assume that they would support some additional short-term, off-street parking.

A rate increase, whether to $1.00 or to a higher price, would almost surely result in some reduction in occupancy at meters but we would not anticipate a great amount of vacancy considering the evident high demand at present. A degree of vacancy is however necessary to ensure that on-street parking functions as it is intended: as a short-term stop for business people, clients, and customers who do not intend to spend the entire day downtown. It will ensure that such individuals can find space in reasonable proximity to their intended destination and will probably improve the flow of traffic downtown by reducing the number of vehicles cruising the streets in search of a vacant metered space.

Evidence suggests that parkers are very "price sensitive" (i.e., they will choose between alternative parking locations on the basis of which has the lower price). One justification for a higher meter price is, in fact, to eliminate the differential between on- and off-street parking in the downtown so that drivers will regard them as equivalent options. It may be a concern in doing this, however, that potential customers and clients will be diverted to other shopping areas where there are lower or no parking charges, notably shopping centres.

It is apparent to us, though, that the majority of downtown weekday shoppers are employees in downtown businesses who, if they do not take transit to the downtown, are day-long parkers. Downtown pedestrian studies by the Development and Planning Department have shown a clear lunchtime peak when employees leave offices to eat and to visit stores. Tourists most certainly augment this group throughout the day, especially during the summer, and they too tend toward stays in the downtown longer than two hours, as they are drawn by sights as well as shopping.

The remaining group are short-term shoppers who may be as inclined toward a shopping centre as the downtown. They may indeed be deterred by parking meter charges, but are probably even more put off by the current unavailability of on-street spaces, which returns to the need for enforcement and higher rates. As there are few opportunities to increase the number of spaces on-street, the problem must be addressed by increasing turnover.

The surveyed streets summarized in Appendix III show average daily turnover rates between 5.0 and 8.7 cars per day. This suggests that roughly 5,000 vehicles are accommodated each day in the 860 on-street spaces available; whereas, a turnover rate of 10.0 (equivalent to one vehicle per hour) would provide for nearly 9,000 vehicles carrying clients and customers for downtown businesses.

Consistent with a meter rate increase would be extension of meter charges to Saturdays and possibly evenings. Although outside of the periods surveyed for this study, observation suggests that use of long-term on-street parking remains high on weekends and during evenings. It is more than likely that it is people employed during the evening hours and on Saturday afternoons who are benefiting from free on-street parking rather than the patrons of their businesses. Not only would meter charges increase turnover and add revenue, they would likely lead to improved enforcement of regulations that are currently a source of concern on weekends.

As retail businesses are closed most evenings and the number of employees is thus reduced, they are less critical periods. Charging for meter spaces in those times, which are now free, would address the same problems as higher daily charges and would likewise increase revenue. A survey of these periods and Saturdays in the coming summer could provide a better insight to the viability of such a proposal.

Another suggestion to discourage long-term parking, which was first made in 1976 is to alter the rate structure of off-street lots to favour short-term parkers. Specifically, the 1976 study suggested that short-term parkers be charged less for each hour than long-term parkers. For example, a parker staying for less than two hours might be charged $1.00 an hour, while a parker in the same lot staying for, say, six hours would be charged $7.50 or $1.25 an hour. This is the reverse of the normal business practice of discounting for volume and is employed in a number of the lots surveyed, including the Law Courts ($0.75 for the first two hours and $1.00 thereafter), the Cable Wharf Lot (same as the Law Courts to a $10.00 maximum), Historic Properties (same as Cable Wharf), and the Spring Garden Road Lots ($0.60 for the first hour and $0.70 thereafter). The City can only encourage parking operators to do this by persuasion except for those lots on land that we own. It can be expected, however, that this approach will increase short-term parking and it does not appear that it has affected the viability of any of the lots that employ it now.

A further question might be the institution of a parking standard such as has been implemented for the Spring Garden Road area. As noted above in the report, however, most new developments are incorporating parking at a higher ratio than the one space per 1,000 square feet of commercial area required in the Spring Garden Road area. There is no need to adopt regulations to force the market to produce a number of spaces that is less than it is generating without any coercion from the City.

Developers appear to be responding appropriately to the demand for parking. Use of parking standards in the Spring Garden Road area, which is peripheral to the Central Business District (CBD) and is expected to fill a role as a supplementary parking area for the CBD, ensures that a minimum level of adequacy is maintained. Standards may also be appropriate for the Gottingen Street area, which is also peripheral to the CBD, and plays a similar role meeting parking needs, when a secondary planning study is done for that area. The CBD itself, on the other hand, is intended to be the area of the most intense development in the City and a central transit interchange. There it seems advisable not to inhibit development with onerous standards but allow builders to include as much parking as they feel public demand can support and they are willing to provide at the expense of other uses of their property. To date, this approach has been satisfactory to meet downtown parking needs.

APPENDIX I

METHODOLOGY

As noted in the section entitled 'Background' the 1987 Parking Study covered the same area and employed the same methodology as the 1982 study, except that residential parking spaces were excluded. Residential spaces, which numbered 907 at time of the 1982 study, are not a significant factor and are unavailable for the type of parkers using the other spaces surveyed.

For on-street parking a duration or license plate survey was conducted. All license plate numbers were recorded in metered spaces each half-hour between 8:00 a.m. and 6:00 p.m. for one day. For off-street parking two different survey approaches were used. Accumulation surveys were conducted for 78 long-term, multi-purpose, and short-term lots, while duration surveys were carried out in ten short-term and multi-purpose lots. These 88 lots represent 61 percent of the total 145 lots listed in Appendix IV, the Parking Inventory, and includes all major downtown lots. The accumulation surveys involved counting the number of vehicles parked in a lot once each hour over a specified period of time (8:00 a.m. - 6:00 p.m.) to determine the utilization of the lot. For the duration surveys license plate numbers were recorded each hour between 8:00 a.m. and 6:00 p.m.

The information was then analyzed to determine when each space was used, how long each car was parked, and how many cars occupied each space during the ten-hour survey period. The data were used to formulate duration profiles, and turnover and accumulation rates. The tables and graphs provided in Appendices II and III present the 1987 data with that of 1982 and 1976 to allow comparison.

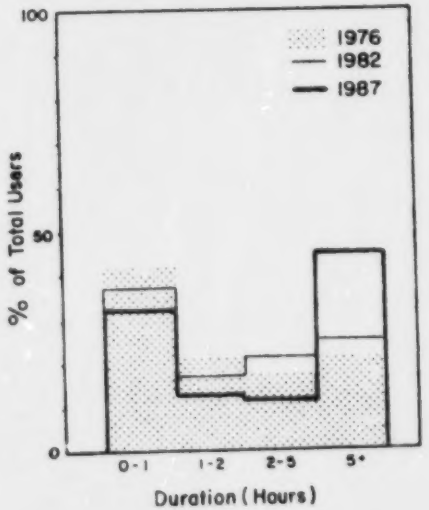
Appendix 2.1: Duration Profile, Off-Street Lots

Lot No.: C1

Name: Scotia Square

Survey Date: October 14, 1987.

Capacity: 1987 - 1600
1982 - 1596
1976 - 1800



1987 Duration Profile		
Hours	No.	%
0 - 1	695	31.76
1 - 2	263	12.03
2 - 5	237	10.83
5+	993	45.38

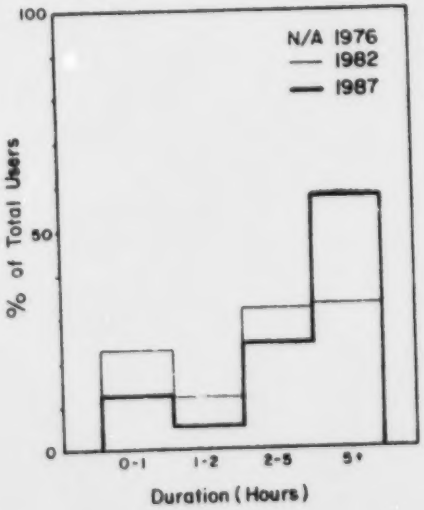
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	1.3	1.4	1.4
Avg. Duration	1hr 56min	3hr 38min	3hr 12min
Peak Use (%)	40.0	62.6	82.9
Peak Hour(s)	9:30-10:30 12:00-1:30	12:00-2:00	10:00-12:00 2:00-4:00

Lot No.: C2.8

Name: Gottingen Street Shoppers Lot

Survey Date: October 26, 1987.

Capacity: 1987 - 95
1982 - 93
1976 - N/A



1987 Duration Profile		
Hours	No.	%
0 - 1	15	11.62
1 - 2	7	5.43
2 - 5	32	24.81
5+	75	58.14

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	0.9	1.4
Avg. Duration	N/A	4hr 28min	4hr 25min
Peak Use (%)	N/A	49.5	90.5
Peak Hour(s)	N/A	1:00 - 3:00	10:00 - 11:00 1:00 - 2:00

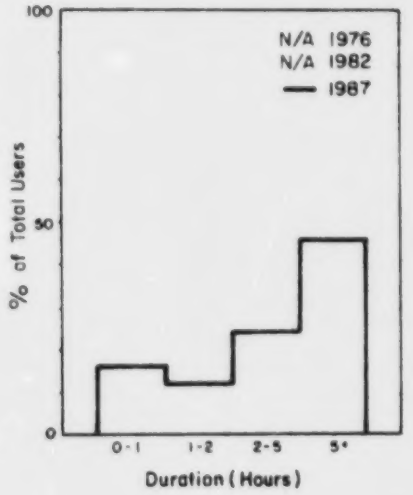
Appendix 2.2: Duration Profile, Off-Street Lots

Lot No E2

Name: Purdy' Wharf

Survey Date: October 28, 1987

Capacity: 1987 - 600
1982 - N/A
1976 - N/A



1987 Duration Profile		
Hours	No.	%
0 - 1	122	16.40
1 - 2	88	11.83
2 - 5	189	25.40
5+	345	46.37

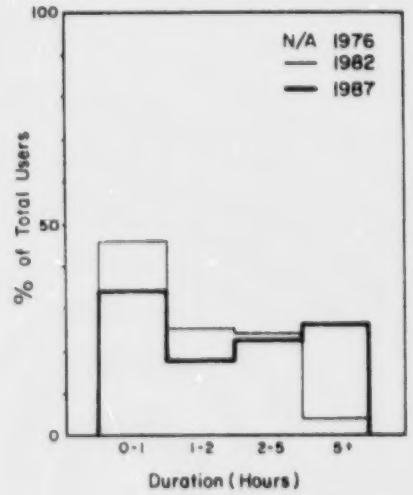
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	N/A	1.2
Avg. Duration	N/A	N/A	5hr.16min
Peak Use (%)	N/A	N/A	76.2
Peak Hour(s)	N/A	N/A	10:00-11:00 1:00-2:00

Lot No.: E3

Name: Sheraton Hotel (1987)
Historic Properties (1982, 1976)

Survey Date: October 20, 1987

Capacity 1987 - 214
1982 - 294
1976 - 200



1987 Duration Profile		
Hours	No.	%
0 - 1	92	34.07
1 - 2	48	17.78
2 - 5	61	22.59
5+	69	25.56

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	2.7	1.3
Avg. Duration	N/A	2hr.7min	3hr.16min
Peak Use (%)	75.0	88.1	61.2
Peak Hour(s)	12:00-2:00	2:00-3:00	12:00-3:00

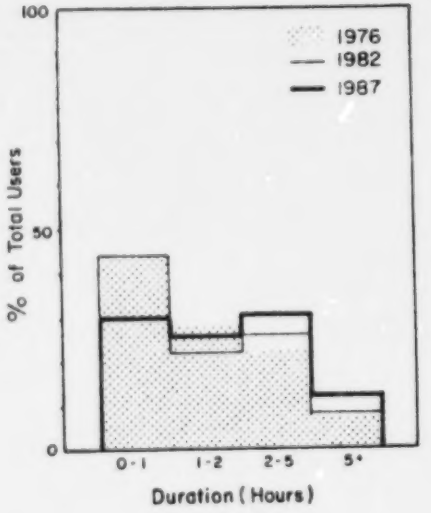
Appendix 2.3: Duration Profile, Off-Street Lots

Lot No.: F1

Name: Law Courts (Lower Level)

Survey Date: October 20, 1987

Capacity: 1987 - 69
1982 - 90
1976 - 93



1987 Duration Profile		
Hours	No.	%
0 - 1	54	30.68
1 - 2	45	25.57
2 - 5	55	31.25
5+	22	12.50

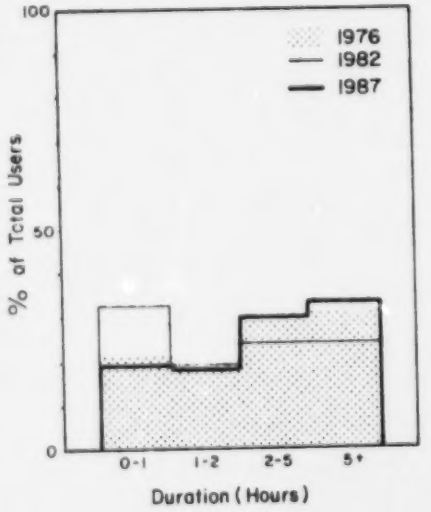
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	3.6	1.8	2.5
Avg. Duration	1hr.43min	2hr 22min	2hr 54min
Peak Use (%)	98.0	62.2	99.0
Peak Hour(s)	9:30-11:30	2:00-3:00	11:00-1:00

Lot No.: J1

Name: Tex Park

Survey Date: October 19, 1987.

Capacity: 1987 - 283
1982 - 292
1976 - 250



1987 Duration Profile		
Hours	No.	%
0 - 1	94	19.30
1 - 2	86	17.66
2 - 5	148	30.39
5+	159	32.65

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	1.8	1.8	1.7
Avg. Duration	3hr.50min	3hr.34min	4hr.23min
Peak Use (%)	96.0	84.6	91.5
Peak Hour(s)	10:00-11:00	2:00-3:00	10:00-11:00 2:00-3:00

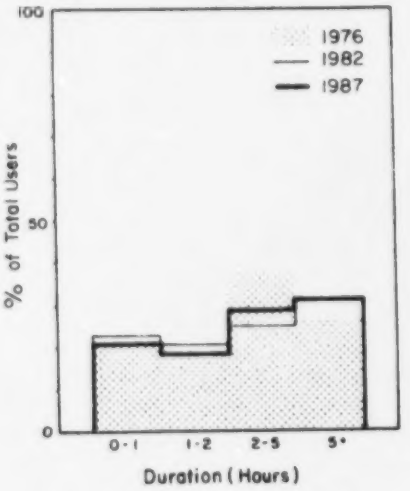
Appendix 2.4: Duration Profile, Off-Street Lots

Lot No: L1

Name: Prince George Hotel (1987)
Downtown Shoppers Lot
(1982, 1976)

Survey Date: October 27, 1987

Capacity: 1987 - 233
1982 - 89
1976 - 90



1987 Duration Profile		
Hours	No.	%
0 - 1	76	20 94
1 - 2	70	19 29
2 - 5	103	28 37
5+	114	31 40

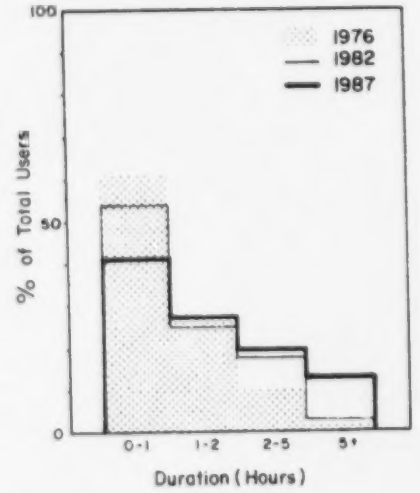
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	2.3	2 0	1.6
Avg. Duration	3hr 40min	4hr. 6min.	4hr 14min
Peak Use (%)	99 0	100 0	83 3
Peak Hour(s)	9 00-12 00	11 00-1 00	12 00-1 00

Lot No: N9

Name: Spring Garden Road
Shoppers Lot No 1

Survey Date: October 23, 1987

Capacity: 1987 - 80
1982 - 79
1976 - 85



1987 Duration Profile		
Hours	No.	%
0 - 1	114	41 16
1 - 2	74	26 71
2 - 5	52	18 77
5+	37	13.36

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	3.4	3 9	3.5
Avg. Duration	1hr. 7min.	1hr 53min	2hr 33min.
Peak Use (%)	54 0	98 7	99 0
Peak Hour(s)	1 30-3 30	1 00-2 00	10 00-12 00

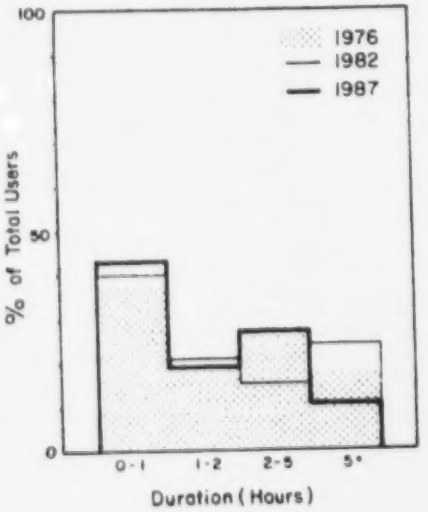
Appendix 2.5: Duration Profile, Off-Street Lots

Lot No. N10 and N13

Name Spring Garden Road
Shoppers Lot No. 2 and No. 3

Survey Date: October 23, 1987

Capacity: 1987 - 181
1982 - 176
1976 - 235



1987 Duration Profile		
Hours	No.	%
0 - 1	249	43.15
1 - 2	107	18.55
2 - 5	158	27.38
5+	63	10.92

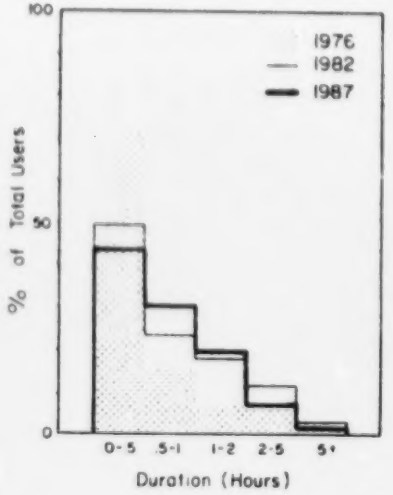
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	4.0	2.0	3.4
Avg. Duration	2hr.42min.	3hr.16min.	2hr.43min.
Peak Use (%)	60.0	97.7	100.0
Peak Hour(s)	2.00-3.00	2.00-3.00	10.00-12.00 2.00-4.00

Appendix 3.1: Duration Profile, On-Street Parking

Street: Queen Street
(Sackville - Morris)

Survey Date: December 3, 1987

Capacity 1987 - 60
1982 - 69
1976 - 76



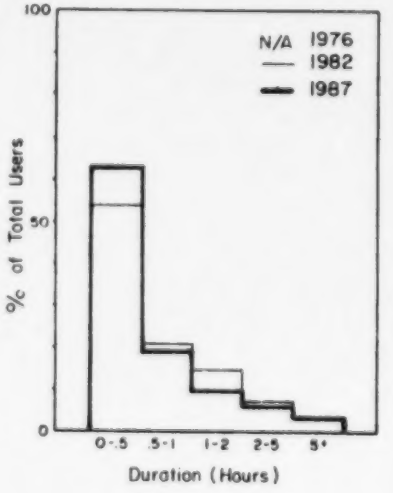
1987 Duration Profile		
Hours	No.	%
0-.5	197	43.01
.5-1	136	29.69
1-2	87	19.00
2-5	32	6.99
5+	6	1.31

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	7.0	6.9	7.6
Avg. Duration (less than 2hr.)	34min	52min	65min

Street: Morris Street
(Queen - Brenton)

Survey Date: December 3, 1987.

Capacity: 1987 - 15
1982 - 16
1976 - 16



1987 Duration Profile		
Hours	No.	%
0-.5	45	62.50
.5-1	14	19.44
1-2	7	9.72
2-5	4	5.56
5+	2	2.78

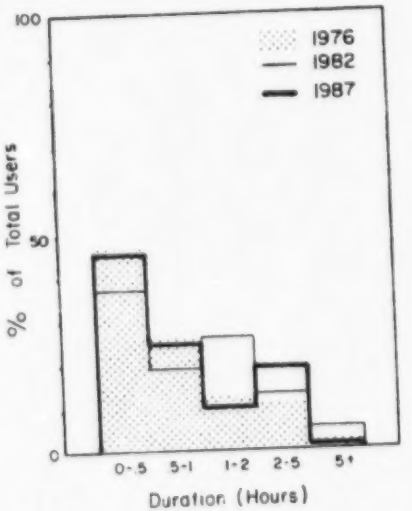
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	4.5	5.3
Avg. Duration (less than 2hr)	N/A	52min	65min

Appendix 3.2: Duration Profile, On-Street Parking

Street: Market Street
(George - Blowers)

Survey Date: September 28, 1987

Capacity: 1987 - 45
1982 - 35
1976 - 34



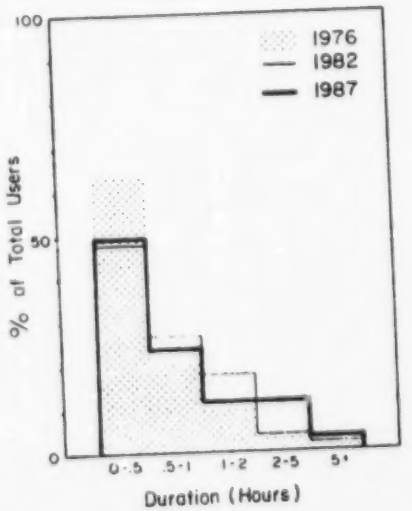
1987 Duration Profile		
Hours	No.	%
0-.5	104	45.81
.5-1	57	25.11
1-2	22	9.70
2-5	42	18.50
5+	2	0.88

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	6.7	5.0	5.0
Avg. Duration (less than 2hr.)	42min	1hr.	70min

Street: Grafton Street
(George - Spring Garden)

Survey Date: September 23, 1987

Capacity: 1987 - 56
1982 - 50
1976 - 45



1987 Duration Profile		
Hours	No.	%
0-.5	182	48.79
.5-1	91	24.40
1-2	44	11.80
2-5	45	12.06
5+	11	2.95

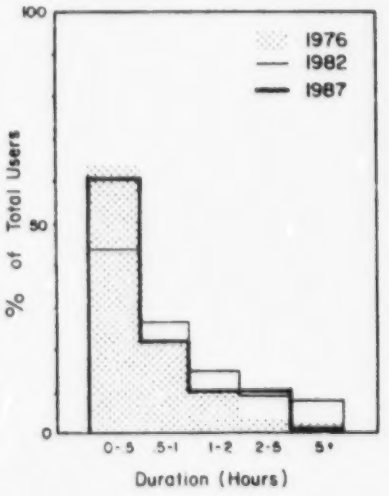
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	11.9	7.6	6.7
Avg. Duration (less than 2hr.)	36min	52min	51min

Appendix 3.3: Duration Profile, On-Street Parking

Street: Argyle Street
(Duke - Blowers)

Survey Date: September 28, 1987

Capacity: 1987 - 43
1982 - 54
1976 - 52



1987 Duration Profile		
Hours	No.	%
0-.5	215	58.58
.5-1	79	21.53
1-2	36	9.81
2-5	36	9.81
5+	1	0.27

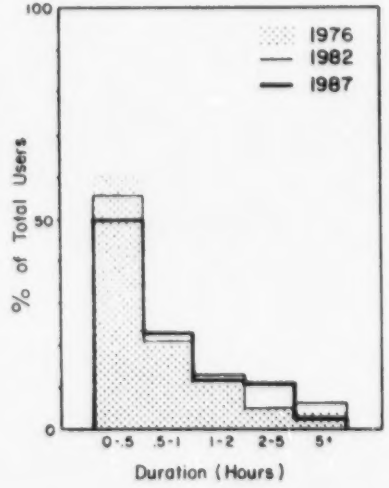
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	11.3	5.8	8.5
Avg. Duration (less than 2hr.)	35min	51min	55min

Street: Granville Street
(Duke - Salter)

Survey Date: September 30, 1987

Capacity: 1987 - 48*
1982 - 26
1976 - 43

**Only 30 parking meters were surveyed as 18 were temporarily out of use due to sidewalk reconstruction*



1987 Duration Profile		
Hours	No.	%
0-.5	116	50.44
.5-1	53	23.04
1-2	28	12.17
2-5	25	10.87
5+	8	3.48

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	8.0	6.3	7.7
Avg. Duration (less than 2hr)	34min	48min	70min

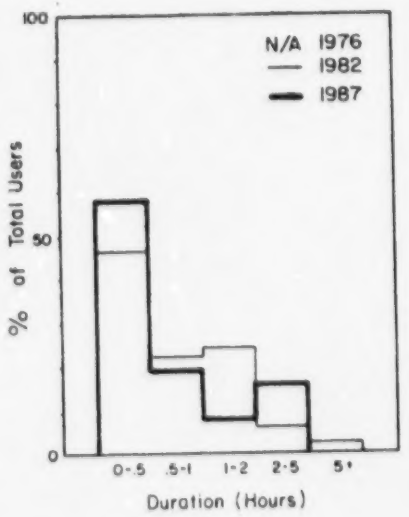
KLW 01/88

Appendix 3.4: Duration Profile, On-Street Parking

Street: Blowers Street
(Market - Barrington)

Survey Date: September 28, 1987

Capacity: 1987 - 8
1982 - 12
1976 - N/A



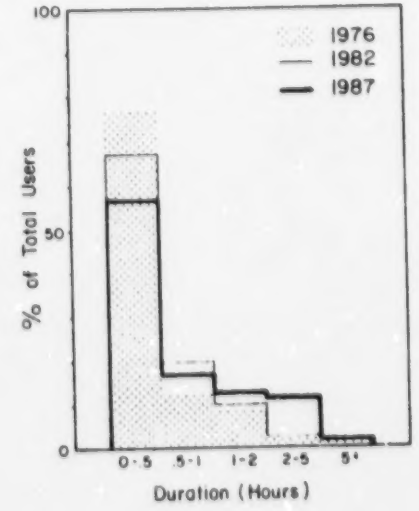
1987 Duration Profile		
Hours	No.	%
0-.5	37	57.81
.5-1	12	18.75
1-2	5	7.81
2-5	10	15.63
5+	0	0.00

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	6.9	8.0
Avg. Duration (less than 2hr)	N/A	56min	58min

Street: Bedford Row
(George - Sackville)

Survey Date: September 30, 1987

Capacity: 1987 - 14
1982 - 17
1976 - 26



1987 Duration Profile		
Hours	No.	%
0-.5	69	56.56
.5-1	21	17.21
1-2	16	13.11
2-5	15	12.30
5+	1	0.82

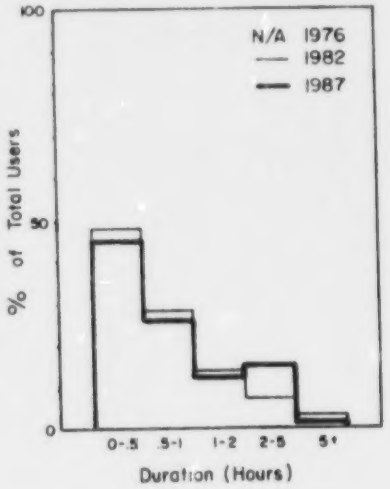
1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	13.0	9.6	8.7
Avg. Duration (less than 2hr)	30min	43min	62min

Appendix 3.5: Duration Profile, On-Street Parking

Street: Prince Street
(Lower Water - Grafton)

Survey Date: September 30, 1987.

Capacity: 1987 - 22
1982 - 21
1976 - N/A



1987 Duration Profile		
Hours	No.	%
0-.5	74	45.12
.5-1	42	25 62
1-2	22	13 41
2-5	25	15 24
5+	1	0 61

1976-1982-1987 Comparison			
	1976	1982	1987
Avg. Turnover	N/A	7 5	7 5
Avg. Duration (less than 2hr.)	N/A	50min	68min

APPENDIX IV

PARKING INVENTORY: CLASSIFICATIONS

TYPE:

Short-Term Parking
*Half Hour Meters, One Hour and Two Hour Meters
*Lots with Hourly Rates Only
*Lots with Free Customer Parking

Long-Term Parking
*Five Hour Meters
*Lots with Daily and Monthly Rates Only
*Employee Parking

Multi-Purpose Parking
*Lots with Hourly, Daily and Monthly Rates

USE:

Private - P
Commercial - C
Municipal - M
Government - G

FACILITY:

Paved - P
Unpaved - UP
Enclosed - EN

ASSOCIATED USE:

Government
Office
Industrial
General
Hotel/Restaurant
Service
Institutional
Recreational
Retail
Military

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
A1	Grand Parade	M	LT	P	Government		14
A2	Canada Trust	P	LT	EN	Office	$90.00/month	40
A3	Halifax Herald Building	P	LT	EN	Industrial		8
							62
B1	Bank of Commerce Bldg.	P	LT	EN	Office		4
B2	Royal Bank Bldg.	P	LT	EN	Office		10
B3	Province House	G	LT	P	Government		39
B4	Centennial Bldg.	P	LT	EN	Office		12
							65
C1	Scotia Square	C	MP	EN	General/ Office	Mon-Sat (8am-6:30pm) $1/hour (max. $8.00) Mon-Sat (6:30pm-8am) $1/hour (max. $2.00) Sunday/ holidays $2.00 $80.00/month	1600
C2	Scotia Towers (Brunswick St.)	P	LT	EN	Office	$50.00/month	50
C3	Mckeen Towers (Brunswick St.)	P	LT	EN	Office	$50.00/month	30
							1680

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
C1.1	Citadel Inn	C	MP	P	Hotel	Hotel guests - no charge 8am-6:30pm $.90/hour (max. $8.50) 6:30pm-8am $.90/hour (max. $4.00)	130
C1.2	1888 Brunswick Garage	P	LT	EM	Office		10
C1.3	Private Lot (Brunswick St.)	P	LT	UP	Office		10
C1.4	Private Lot (Rainnie Dr.)	P	LT	UP	Office		15
C1.5	Halifax Office Products	P	LT	P	Office		35
C1.6	Halifax Police Dept.	M	LT	P	Institutional		62
							262
C2.1	Trinity Anglican Church	P	LT	P	Institutional		10
C2.2	Steel & Engine Products	P	LT	P	Industrial		12
C2.3	Gottingen St. Irving	P	LT	P	Service		18
C2.4	Firestone Auto. Centre	P	LT	P	Service	customer parking	8
C2.5	Wendy's Reliable Cleaners	P	MP	P	Service	customer parking	5
C2.6	Various Private Lots (Firestone, N. Wades, Derby)	P	MP	P	Service	customer parking	100
C2.7	Various Private Lots	P	LT	P	Service		24
C2.8	Gottingen St. Customer Lot	C	MP	P	General	$.50/hour 1 hour free with merchants stamp 2 hours free (Derby)	95
C2.9	Alexandra Centre	M	LT	P	Institutional	2 hour visitor parking	76
C2.10	Various Private Lots (Kidston Glass, Portland Pl.)	P	LT	UP	Service		60
							408

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
C3.1	Trade Mart	P	LT	P	Office		20
C3.2	Brunswick United Church	P	LT	UP	Institutional		27
C3.3	Byways Rent-A-Car	P	LT	P	Service		6
C3.4	Barrington St. Irving & City of Hfx. Elect. Maintenance	P	LT	P	Service		17
							70
C4.1	Centennial Pool Lot	M	ST	P	Recreational	Pool customers to obtain permit - no charge	27
C4.2	Red Cross	P	LT	P	Institutional	Free parking to donors & volunteers	48
C4.3	City of Halifax Area J	M/C	LT	UP	Government	$30.00/month	100
C4.4	N.S. Command	P	LT	P	Office		11
							186
D1	Barrington Place Lot	P	LT	P	Hotel	Hotel guests - no charge	40
							40
E1	City of Halifax Area P	M/C	LT	UP	Government	$45.00/month	268
E2	Purdy's Wharf	P/C	MP	EN	General/ Office	$1/hour (max. $7.00) $75.00/month	600
E3	Sheraton Hotel	P	MP	EN	Hotel/ General	$1.50 (first hour) $.85/hour (max. $10.00) $90.00/month $5.50/day to hotel guests	240
E4	Sheraton Service Area	P	LT	P	Hotel		4
E5	Historic Properties	P	LT	P	Office		20
							1132

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
F1	Law Courts (ground level)	C	MP	EN	Institutional	$.75/hour (first two) $1/hour (thereafter)	69
F2	Law Courts (2nd floor)	P	LT	EN	Institutional	$70.00/month	69
F3	Fisherman's Market	P	ST	UP	Retail	Customer parking	25
F4	Fisheries & Oceans	G	LT	P	Government		61
F5	MDCL & Cable Wharf Shops	C	MP	UP	Office	$.75/hour (first hour) $1/hour (max. $10.00) $2.50 after 4:30pm	51
							275
G1	Central Trust	P	LT	EN	Office		55
G2	Bank of Montreal	P	MP	EN	Office		48
G3	Dominion Pub. Bldg.	G	LT	P	Office		20
G4	Founder's Square	P	LT	EN	Office		30
G5	Fedelity Trust Bldg.	P	LT	P	Office		6
							159
H1	Historic Properties Customer Parking	C	ST	UP	General	$.75 (first hour) $1/hour (max. $10.00)	45
H2	HWDA Lot	C	LT	UP	General	$4.00/day	205
H3	Various Private Lots (Foundation & Eastern Towing, St. Joseph's Child. Centre & Wacky Wheatley's)	P	MP	UP	Office		85
							335
I1	Bank of Canada	P	LT	EN	Office		43
I2	Province of Nova Scotia	G	LT	UP	Government		112
I3	Ralston Bldg.	G	LT	P	Office		74
							229

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
J1	Tex Park	C	ST	EN	General	$.75/hour (max. $6.00) ($ permits)	283
J2	Gabriels Marine	P	LT	UP	Retail	Customer parking	6
J3	Reid Sweet	P	ST	P	Retail	Customer parking	6
J4	Private Lot (Granville)	P	LT	UP	Office		20
J5	Private Lot (Salter St.)	P	LT	P	Office		12
J6	Private Lot (Hollis St.)	P	LT	UP	Office		15
							352
K1	Papa Gino's	P	ST	P	Restaurant	Customer parking	19
K2	Private Lot (Grand Prix Marine, Paper Chase, Binnacle)	P	LT	P	Office		23
K3	St. Mary's Bascillica	P	LT	P	Institutional		13
K4	Can. Bible Society	P	LT	P	Institutional		43
K5	Catholic Pastoral Centre	P	LT	P	Institutional		35
K6	Private Lot (Grafton)	P	LT	P	Office		8
K7	Private Lot (Grafton)	P	LT	P	Office		2
K8	Halifax City Library	P	LT	P	Institutional		10
K9	Presbyterian Church of St. David	P	LT	P	Institutional		5
K10	Private Lot (Blowers)	P	LT	P	Office		16
K11	Private Lot (Market)	P	LT	UP	Office		22
K12	Casbridge Suites	P/C	MP	EN	Hotel	$1/hour (max. $12.00) $85.00/month (max. 25 permits)	108
							304

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
L1	Prince George Hotel	P/C	MP	EN	Hotel	$1/hour (max.$10.00) $3.00 (6pm-6am) $100.00/month	233
L2	Halifax Herald (Grafton)	P	LT	UP	Industrial		25
L3	Private Lot (Market)	P	LT	UP	Office		6
L4	Halifax Herald (Market)	P	LT	UP	Industrial		15
L5	Midtown Tavern	P	ST	UP	Restaurant	Customer parking	16
L6	Private Lot (Market)	P	LT	UP	Office		30
L7	Halifax School Board	G	LT	P	Institutional		13
L8	Halifax School Board	G	LT	P	Institutional		13
L9	Private Lot (Brunswick)	P	LT	UP	Office		25
L10	Private Lot (Brunswick/Prince)	P	LT	UP	Office		14
							390

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
M1	DND Halifax Garrison	G	LT	P	Military		40
M2	Private Lot (Doyle)	P	LT	P	Office		3
M3	Crane Ltd.	P	ST	P	Retail	Customer parking	5
M4	Central Trust	P	LT	P	Office		12
M5	Mathers House Lot	P	LT	P	Office		10
M6	Surf Tech	P	LT	UP	Retail	Customer parking	4
M7	Private Lot (Birmingham)	P	LT	UP	Office		12
M8	Dresden Arms Extra Lot	P	LT	UP	Hotel	Hotel guests - no charge	12
M9	Dresden Arms Lot	P	LT	UP	Hotel	Hotel guests - no charge	39
M10	Dominion Life	P	LT	UP	Office		3
M11	The Courtyard	P	ST	P	Retail	Customer parking	3
M12	CSS Insurance Agencies	P	LT	UP	Office		4
M13	Private Lot (Dresden Row)	P	LT	UP	Office		7
M14	Post Office	P	LT	EN	Office		14
M15	MT&T, Sackville Irving	P	LT	UP	Service/ Office		57
M16	CBC Bldg.	P	LT	EN	Office		43
M17	Private Lot	P	LT	UP	Office		4
M18	YMCA	P	MP	P	Recreational	free parking while using YMCA	23
M19	Lord Nelson Hotel	C	MP	P	Hotel/ General	$1/hour (max. $8.00)	135
							430

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
N1	TUNS Gymnasium	P	LT	P	Institutional		11
N2	TUNS (Morris)	P	LT	UP	Institutional		29
N3	TUNS (Morris)	P	LT	UP	Institutional		16
N4	TUNS & Halifax Infirmary	P	LT	P	Institutional		385
N5	Hal fax Infirmary	P	LT	P	Institutional		10
N6	Halifax Infirmary (Queen)	P	LT	P	Institutional		30
N7	Mills Brothers (Queen)	P	LT	P	Retail	Customer parking	20
N8	Mills Brothers (Birmingham)	P	LT	UP	Retail		8
N9	Spring Garden Shoppers Lot #1	C	ST	P	General	Mon-Sat (8am-8pm) $.60 (first hour) $.70/hour thereafter 1 hour free with merchant's stamp	80
N10	Spring Garden Shoppers Lot #2	C	ST	P	General	Mon-Sat (8am-8pm) $.60 (first hour) $.70/hour thereafter 1 hour free with merchant's stamp	130
N11	Private Lot (Birmingham)	P	LT	P	Office		21
N12	Campbell's Esso	P	LT	P	Service		12
N13	Spring Garden Shoppers Lot #3	C	ST	P	General	Mon-Sat (8am-8pm) $.60 (first hour) $.70/hour thereafter 1 hour free with merchant stamp	51
N14	Private Lot (Brenton)	P	LT	UP	Office		7
N15	Private Lot (Brenton)	P	LT	P	Office		10
N16	Ocean Resources Ltd. (Brenton)	P	LT	UP	Office		16
N17	Private Lot (South Park/ Clyde)	P	LT	UP	Office		32
N18	Private Lot (South Park)	P	LT	UP	Office		12
N19	Clark's Cleaners	P	MP	UP	Service	15 min. customer parking	8
N20	Le Bistro	P	ST	P	Restaurant	2 hour customer pkg.	5
							893

LOT	NAME	USE	TYPE	FACILITY	ASSOCIATED USE	RATES	CAPACITY
01	Waterfront Econo-Park	P/C	LT	UP	Office	$50.00/month	80
02	Clarence Investments Lot A	P/C	LT	UP	Office	$40.00/month	175
03	National Sea Products	P/C	LT	UP	General	$3.75/day	335
04	Cunard Oil	P	LT	UP	Industrial		40
05	Maritime Tel & Tel	P	LT	P	Office		34
06	Hfx. Longshoremens Assoc.	P	LT	UP	Office		8
07	Clarence Invest. Lot D	P	LT	UP	Office	$40.00/month	26
08	Clarence Invest. Lot C	P	LT	UP	Office	$40.00/month	22
09	Clarence Invest. Lot B	P	LT	UP	Office	$40.00/month	12
010	City of Hfx. Lot A	M	LT	UP	Government	$40.00/month	41
011	N.S. Liquor Commission	P	ST	P	Retail	Customer parking	25
012	Mary Jane's Alternative Tastes	P	ST	P	Retail	Customer parking	20
013	Maritime Centre	P	LT	EN	Office	$90.00/month	160
014	Maritime Centre	C	MP	P	General	$1.50/hour	50
015	Can. Corps. of Commissionars	G	LT	P	Office		10
016	Private Lot (Barr./ Bishop)	P	LT	UP	Office		30
017	Salvation Army	P	LT	P	Institutional	visitor parking	20
							1088
01.1	N.S. Power Corp.	P	LT	P	Industrial		135
01.2	NHB Admin.	G	LT	P	Government		30
01.3	5151 Terminal Rd.	P	LT	EN	Office		60
01.4	Private Lot (Hollis)	P	LT	UP	Office		65
01.5	Private Lot (Hollis)	P	LT	UP	Office		7
							297

APPENDIX V

Bylaw of the City of Halifax respecting parking meters for the regulation of parking of vehicles left standing in the City of Halifax.

Bylaw 10A

It shall be an offence and a violation of this bylaw for the driver of any parked vehicle to park or leave the same standing in any parking space regulated by a parking meter for a period of time in excess of the maximum period allowed by the directions set forth on such parking meter, regardless of the number of coins deposited or whether the word "violation," or "expired" or "time expired" is visible in the observation window of the parking meter.

Bylaw 10B

When the driver of any vehicle has parked or left standing in any parking space for a period of time in excess of the maximum period of time allowed by the directions set forth in such parking meter, it shall be a new offence for each additional hour that the offence continues.